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THE 20377 **Bicycling World**

DEVOTED TO THE INTERESTS OF CYCLING.

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BOSTON, 5 NOVEMBER, 1886.

Volume XIV.
Number 1.

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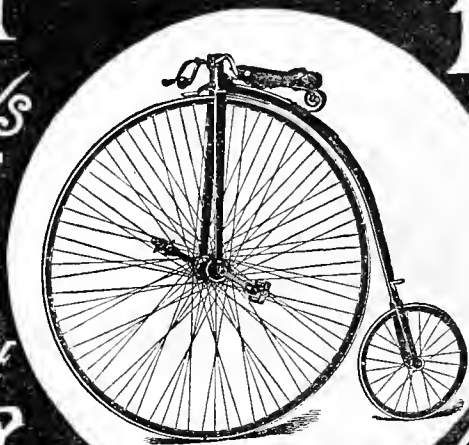
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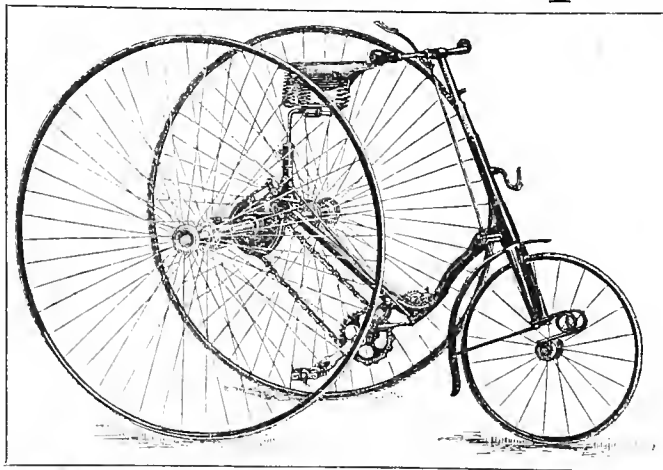
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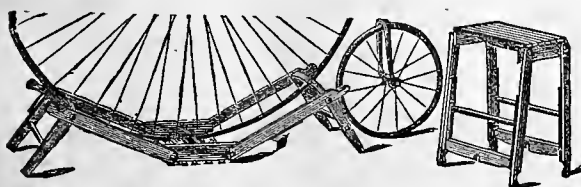
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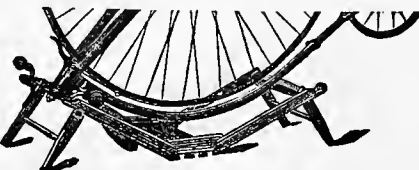
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 5 NOVEMBER, 1886.

WE are sorry to say that Whittaker does not accept Ives' challenge, so the latter has gone on and will have a shy at the record.

WE are advised that the Records Committee of the A. C. U. have Whittaker's claim of 300 miles in the 24 hours under

advisement. In view of the scepticism pervading in some quarters, it behooves the committee to sift the proofs to the bottom. The fact that "Jack" Rogers has the matter in hand guarantees the most careful scrutiny.

THE RECORD ACCEPTED. Since writing the above, and as the paper was going to press, we received a telegram from Chicago 4 Nov.: "Whittaker's records all officially accepted by the A. C. U."

WE do not believe that Mr. Ducker is planning to arrest Dr. Beckwith on a charge of criminal libel, if he should visit this State. We give Ducker credit for more sense.

NONE of the recent American records have been presented to the A. C. U. for acceptance, and this district racing board has at present only one member on it that we know of. Why this thushness.

LET every good wheelman in the State of Massachusetts lend a helping hand to Chief Consul Hayes in making the forthcoming road book of this Commonwealth the best extant. To cyclists in the remote part of the State is this aid especially asked for.

A MILLBURY, Mass., correspondent belittles the performances of the cracks on a smooth path, and seems to think they would not "shine" if put into a race over some of their local roads with Millbury's scorchers!! We are trying to imagine any one of the galaxy taking a back seat from the Millbury men over any roads, but our imagination refuses to be stretched to that extent.

THE Boston *Globe* took on last Sunday in a most amusing way because we called attention to a description of an Apollo safety, which was laughably incorrect. It winds up an ill-tempered squib, which is no reply at all, with this paragraph:

"Had the editor been aware that the item which last week caused him such a spasm, was written by one of his own most valued contributors, his mirth might not have been quite so hilarious."

Without calling the *Globe* man a falsifier, we deny that the item was written by a contributor of the *WORLD*, and are in a position to prove this assertion: We

learned by chance who did write the item, and the gentlemen are not even cyclers, and never contributed a line to this paper. The *Globe* slipped up this time.

WE are very impatient for the appearance of the plan devised by some New York gentleman, which is to settle the amateur muddle. We are also anxious to know who and what he is. If he can point the way out of the snarl cycling matters have got into, he deserves a good large medal.

THE ill-advised squib in the *Herald* of last Sunday, to the effect that before long insurance companies would draw the line at cyclists, was probably suggested to the sapient editor by the fatal accident to Mr. Cunningham, so closely following that of Mr. Stickney. In the first place, Mr. Cunningham had been suffering from hernia, for years, and wore a truss. He was quite near-sighted, and to ride down the hill he took his fall on required all the care of a man in full possession of his eyesight. In falling, some part of the machine caught and displaced the truss, but instead of taking the precaution to ride home in a carriage, and secure medical assistance at once, he incautiously walked nearly two miles and pushed his machine. He did not appreciate the extent of injury, as after arriving home he did not at once go into the house, but stopped to clean the bicycle. While admitting that the cause of his death was a fall from a bicycle, yet the subsequent action of Mr. Cunningham in walking home and waiting to clean the machine before getting medical aid, leaves grave doubts in our mind whether the results would have proved fatal, if immediate rest and medical aid had been secured. So much for this particular sad case. It is safe to say there are 50,000 cyclists in America to-day, while in England there are 300,000 fully, and yet it is seldom we hear of a fatal accident. Certain it is that the proportion of deaths per year through cycle riding, is less than one in seventy-five thousand. At the little town of Hull, Mass., we know of four bodies being recovered that came to their death through yachting. We can call to mind a total of nearly twenty persons who came to their death by *three* yachting accidents in Boston, Providence, and Portland this year. This does not cover the

hundreds who yearly come to an untimely end in following the fascinating sport of boating. Yet assinine editors and "smart Alecks," pipe up a shrill cry of alarm and horror at the dreadful, death-dealing bicycle, but say never a word about boating casualties. Fifty are drowned boating to one killed cycling, yearly, and yet we know that this proportion as to the numbers engaged in the two different sports, is not carried out.

Old Country Talk.

THE National Cyclists Union has just held one of its quarterly council meetings at which about one hundred members attended in addition to which proxy votes to the number of some seventy more were registered from the centres. There was a good deal of excitement during the evening, a rather heated debate arising out of a motion by Mc. Candlish declining, on the part of nearly all the cycling pressmen, to endorse the suspensions. It was a forlorn hope of course, and resulted in defeat. C. W. Nairn, the London Editor of the *Cyclist*, burst upon Union debates like a giant refreshed, and lashed out at the executive with the vigor of an old war horse. Hillier stigmatized his assertion that "suspension on suspicion, was unfair and un-English" as claptrap, and got it so straight from his fellow ring man, that he took very little further part in the proceedings of the evening.

By the way, I notice that Hillier has transferred a great portion of the abuse which used to be bestowed upon H. E. Ducker to the *WORLD*, and accuses me, by inference, of not giving you correct information. American readers will know how much reliance to place upon such a statement. He says he has no "mean trick" to apologize for. It is a curious fact that he is tabooed in London cycling society by more men than any other celebrity, and they all have some "mean trick" of his to base their hostility towards him upon. It is well known in some circles now, that the principal cause of the breach between the present editors of *Wheeling* and Messrs. Iliffe and Sturme, of Coventry, was Hillier's proposal to McCandlish to get rid of Low and others, then on the staff of *Bicycling News*, and divide their salaries. This proposal was refused, and soon after, Low and McCandlish migrated to *Wheeling*, leaving Hillier in the position he coveted. Since that time, A. J. Wilson, the best writer on the Coventry paper, has been shunted, and now I hear that H. H. Griffin, a journalist of twelve years' standing, and editor of *Bicycling News* before that paper was bought by Iliffe & Son, is about to be removed. Hillier has always made his position as uncomfortable as possible on *Bicycling News*, and actively opposed him for the post of handicapper. Let us hear no

more of "mean tricks" being foreign to the nature of this high-souled sportsman.

THE world's records made by Furnivall and Gatehouse at Long Eaton have not been accepted by the Records Committee. I allude to those for the mile bicycle and tricycle 2 30 and 2.41 $\frac{1}{2}$ respectively, with the quarters. These were timed by W. W. Alexander, of the Birchfield Harriers, and an examination of his watch showed that the hand could be made to dwell three times in five seconds without actually stopping. In addition to this, the fact mentioned in my last letter to you of the sprinting done by Mr. Alexander, came out, and the committee refused to sanction the records. Mr. Rucker, Humber & Co's representative, has publicly announced his agreement with the Records Committee.

THE latest shuffling of the journalistic cards finds Tom Moore, late editor of *Wheeling*, removed from the editorship of the *Tricycling Journal*, and replaced by A. J. Wilson, late of *Bicycling News*. The *Tricycling Journal* enjoys the reputation of being the worst printed cycling paper in the world, and shares with the *Cycling Times* the title of "waster." Neither of these papers have any circulation to speak of, and in the case of the latter, it would be impossible for it to live at all if its circulation exceeded a few hundred per week, the cost of production being so great in paper and printing bills.

GATEHOUSE and Furnivall have had their cases considered by the executive, and have been declared pure amateurs, Gatehouse having spent £500 of his parental allowance in training expenses, and lent Furnivall enough to keep him going. There is a grim satire in this story, coming on top of the suspensions of poorer men who have had no friends to lend them money, and shows up the innate snobbery of amateurism.

HOWELL has issued his defiance to Woodside and Frazier, and it is hoped that the pair will give him some trouble, and show sport when they meet. If the running with Wood was correct, they should both make the champion travel, though I can hardly look for his defeat.

WE are just in a transition state at present between the riding and the festive seasons. The air is rife with announcements of dances, dinners, and smoking concerts, just as it was a year ago and again a year before that. Apropos to this subject an amusing story reaches me of one of the old established London clubs, which, to mark its disapproval of *Wheeling's* abolitionist propaganda has refused to ask its editors to its annual dinner. Verily, some of us Britons are precious snobs.

THE BARD.

LONDON, 21 Oct., 1886.

Chicago.

WHITTAKER has been with us for a few days, and has had quite a time deciding upon the course he should take in certain challenges he has received since his recent record runs at Crawfordsville. In the first place, the friends of Percy Stone are anxious to have these two men meet, and Whit. is prepared to accommodate them, and has named the Indianapolis track as the place, and one, three, and twenty miles as the distances to decide who is the better. But, as Whit. has not been on the track all the season, and as his mount weighs about thirty-eight pounds, the bicycle he will use on the track, he stipulates that Stone should use a Light Roadster, and not the twenty-two pound Victor he has hitherto been racing on. This seems fair enough, and a meeting between these two St. Louis favorites, on equal terms, will arouse no small interest.

THEN comes Mr. Ives with a challenge to race Whit. on the road at any distance, suggesting the Crawfordsville course as the place. Whit. tells me "he shall not accept the challenge." He says that "in going for the records he has had no idea of laying out a set of races for himself that will take a great deal of time to get ready for. That if Mr. Ives is anxious to meet him he will first have to come somewhere near his times on the road, and then of course he will accommodate him as a matter of self-protection, but that his concern wants him to get to work, and he does n't propose to use any more time from now on than necessary. As for Stone, that is a different matter. Percy and he have long been associated together as St. Louis bicyclists, and it is perfectly natural that his friends should discuss their relative merits as fast men." Whit. will go to Crawfordsville and have a go at the ten and twenty-mile records, and that, with his one-day's meeting with Stone, will end his riding for the year, unless future events should cause him to alter his plans.

THERE has been a good deal of doubt, I hear, in the East regarding the legitimacy of Whittaker's world's records, and I cannot say that I am very much surprised at it, as some of his times certainly tinged of the marvellous. But that his claim is an honest one is not doubted in this section. The course was surveyed by a competent civil engineer of Crawfordsville, who gives his affidavit as to the distance being correct. All the different officers, selected according to the rules of the A. C. U., give their affidavits as to the fact, and as they comprise the heads, in many instances, of the best rated of Crawfordsville's business houses their testimony can hardly be questioned by anybody. The affidavits are now in the hands of the A. C. U., and I hear will soon be published.

WE are to have a series of hops this

winter at the League Hotel at Oak Park, under the auspices of the Chicago members of the League. The first is announced for the 12th inst. The committee includes J. O. Blake, as chairman, and many of our prominent city wheelmen, and the local State representatives. Tickets, including supper and transportation, \$1.50.

KIMBALL, the silent partner of S. F. Heath & Co., of Minneapolis, was in town last week on his return from a visit to Boston and the East. He tells me they are looking forward to doubling their business there next year. VERAX.

CHICAGO, 1 Nov., 1886.

Springfield Simmerings.

THE entering of the professional ranks by Rowe and Hendee is of course stale news by this time. Many theories have been advanced as to why they did so, of varying degrees of correctness. Rowe was quite jolly over the matter, and after he and Hendee had put their "sigs." to their letters of resignation, Billy stuck out his hand and said to George in a gleeful tone, "Come, George, let's shake,

WE'RE PROFESSIONALS NOW."

George, however, wasn't quite so cheerful about it; in fact, he appeared more as if he were signing a death warrant. The most intimate friends of Hendee say that he never would have taken this step but he saw that there was no chance for him to get any records, and therefore he thought he would try and get a little money out of it. Hendee solemnly affirms that he shall never race as a professional, but next season will, undoubtedly, witness him again on the track. "Me and Woody" are out, so I hear. Any way, Woodside says that the alleged partnership between Morgan and himself has been dissolved. Woodside says that he never authorized Morgan to act as the manager of the

"AMERICAN CHAMPION,"

and further states that he and Morgan will hereafter be as friends that were. Money matters are said to be at the bottom of the disagreement. I suppose you have noticed that Ducker yet wears his rose-colored spectacles, *vide Wheelmen's Gazette* for October. In view of recent developments, what unconscious sarcasm there is in the words, "the promateurs . . . proved that they can and will stand the test of time." Privately, though,

DUCKER IS "ALL BROKE UP"

at the Rowe-Hendee abandonment of the A. C. U. It does seem odd that they should so decidedly "go back on" an organization which was formed expressly for their benefit.

The old adage that "rats desert a sinking ship," I hope, is not destined to prove true in the case of the A. C. U. But what does the resignation of Chairman Burt of the Eastern Racing District

of the A. C. U. portend? (Whisper now! Who will be the first "brilliant" scribe to say that we have called Mr. Burt a rat?) If I have gotten the facts straight, his resignation is owing to his unwillingness to go through such an ordeal as that which Bassett went through last spring and early summer. It has been announced several times, with quite a flourish of trumpets, that the A. C. U. was to declare

HARRY COREY A PROFESSIONAL,

but for some reason Corey has never been dealt with. The work of investigating and working up the case against Corey fell to the lot of Burt, by virtue of the office which he held. The task has probably proved a too uninviting one, and to escape the disagreeable duty thus imposed upon the chairman, he has taken the easiest way out of it by resigning. It remains to be seen how valiant President Ducker or Secretary McGarrett will prove. Methinks a little bird flutteringly tells me that Corey will never be dealt with. Chairman Bassett, therefore, can continue to indulge in his rather excusable crow. Duckerism is rather dormant just now, but look out for

A GRAND HOOP-LA

early next season. Ducker does n't propose by any means to break his record of being the most thoroughly advertised cyclist in the universe. This winter he will concoct innumerable schemes with which the public may expect to be regaled all next season. I will try and keep you posted on anything startling.

THE IDLER.

St. Louis.

CYCLING politics are dead, but we are having fine riding weather and roads, and the outlook for a big turn out to-morrow is promising. Long runs seem to be going out of fashion, particularly with the Ramblers, whose printed schedule has been neglected on several occasions lately. They have a twenty-four hour run called for to-morrow week.

OUR wheelmen held up their end of the enthusiasm over the late victory of our base ball club. There are a number of ball cranks in the clubs, and among the worst of them is W. D. Hicks, of flying start fame, who even produces the sphere from his pocket at stops in club runs, and plays imaginary games with great gusto.

AN interesting question arises in connection with Percy Stone's entry into professionalism, should he be declared a pro. According to the constitution of the Missouri Club, such an event will annul his club membership, in fact, as a promateur, he is not properly a member now. But Percy has a number of warm admirers in the club, and it remains to be seen whether they will banish a man who is not a culprit or take an important step by changing the law. As the club

is not a League body, such action would not affect them in any way, and it is not clear that Stone would prove a worse member in the new guise than in the old.

THE pending vote on that portion of our State constitution, relating to road taxes, must not be confounded with the road bill proposed by J. S. Rogers. The latter which would have included both the system of taxation and the creation of a road department, is not yet prepared. It is in the hands of E. A. Pattison, one of the most prominent lawyers in the city, and a member of the Missouri Club, who has been confined by illness.

A MEETING of the division board will be held to-night. Reasons not divulged. BREVITY.

Spokes Speaks.

IT must make most people smile—cycle people, of course—to read the paragraph in the last *Gazette*. The usually well-posted Henry announces with much gravity that the "promateur" (or professional, as he is rightly termed) has been a "grand success" in the past. Well, well, to keep posted it will be absolutely necessary for us all to pack up and go to Springfield and stay there. Why, I have read every cycle paper of note recently (with perhaps an exception in the case of the *Vermont Roadster* or the *Bicycle Backwoodsman*, and, 'pon my word, they all seem to me to have said, and said plainly, too, that the

PROMATEUR IS OF EVIL GROWTH,

and must get; and he will get, mark my word. Mr. Ducker must be surely mistaken. Great credit, in my mind, is due to that fearless young scribe, Eugene M. Aaron, editor of the *L. A. Bulletin*, for his brave and early fights against the promateur snap. He said at first, "Gentlemen, this scheme won't work," and recent events prove his true logic. Mr. Aaron was a spectator all through the circuit, and he was wide awake enough to study popular sentiment, which said in unmistakable terms, "Give us all amateur and professional events, or let them all race together," but save us from any more promateur fizzles. The promateur's position, as "Kennington," that able writer in the *Chicago Sporting Journal's* editorial pages, recently said, "Has not been one of credit either to himself or the firm that employs him." He stands with his face to the world as

A MODEL OF PURITY,

while behind him is the outstretched hand receiving that remuneration which, as an amateur, he could not well do, and as a professional his sense of delicacy would not permit him.

By a letter from Fred Wood and "Bob" James, the English professional, I find the interesting information that the pair were about to embark for San Francisco in a day or so later, and would sail from the Golden Gates to Australia, to be gone

some four or five months. The letter stated that Wood would meet some of the Australians, notably Jack Ralph, Prince's old English opponent, and would also visit New Zealand, returning to old England about Easter.

"I'LL MEET YOU THERE"

writes scheming "Bob" James. Now, it seems strange to me, as I met the gentlemen on the 9th in Troy, and not a word was spoken of their intention to skip sixteen thousand miles. Why this secrecy? By the way, "Fred" enclosed a handsome present to Seymour for kind attention in the circuit. Wood's heart and hand is as strong as ever. Good luck go with you, lads!

"Jack Prince is nothing, if not smart," such as the kind is. It seems when Jack went to England, he organized a raid with

"ME AND ANNIE"

as the raiding force, on that "fine old English gentleman," Singer, of Singer bicycle fame. Jack had learned much of American business methods during his five years' sojourn in the Stars and Stripes country, and plenty of imported and native eloquence did the rest. He talked Singer so that he shook like the proverbial reed in the wind, and the upshot was the "American champion" came back to Yankeeedom with two or three brand new wheels made to "my own specifications" as people often hear John say. With the wheels, he brought a verbal message from Singer & Co., to the effect "that, if their American agents were willing, they would pay Prince a handsome salary, providing the former would also assist." Well, Jack landed and rushed down to Everett and says, "Singer has made arrangements with me for the firm and you to pay me so much salary, and I'm to boom your wheels, the letter of instructions will come later." It did and

WENT DOWN IN THE "OREGON,"

and, not to lose time, Prince went west under a contract, for so much salary. A letter duly followed the one that sank, and it said, "If you are willing." Jack was all right though, by that time he had broken a record. See?

There seems to be an air of suspicion existing, and strongly too, among long-distance riders over Stillman G. Whittaker's recent achievement in twenty-four hours. Said two of them this morning to me, "Those Western road records have never been noticed here East, for the simple reason they have been run by manufacturers, and not enough time given in order that if a check was appointed, he could see that the claimed record was actually made. One thing is certain, if the record is proven, two Boston men or rather New England men will shoot across the Western sky like an arrow, and "die or beat," will be their war cry. So one of them told me to-day.

The Marlboro Club tandem has come in for a great measure of praise, for the

recent great performance of Mlle. Louise Armaindo and W. J. Morgan. Two hundred and fifty miles in cold October weather is a record for man and woman that will stand for years, as Miss Armaindo says it is her last great performance. It beats Corey and Huntley's two hundred and two miles by forty-eight miles, and the English road record by nineteen miles. The night, the riders say, was a fearfully cold one. SPOKES.

Opinions and News in Brief.

WE take a rest.

No records this week.

WE say amen to the chorus of "Glad of it."

WHEN the track at Springfield dries out they will at them again.

A PHILANTHROPIC Norwegian, a lawyer by profession, leaves all his money to buy cycles for the school children of Christiania. This is a new and commendable mode of bestowing charity.

THE *Herald* speaks of Englishmen using their cycles the year round. This is misleading, as the Englishmen cannot enjoy a much longer riding season than we do. We have better weather than they, but high wind and rain are more common with the insular cyclist than with us.

ENGLAND has monopolized the manufacture of tandems up to date. Next year, however, the Overman Company will turn out a tandem. Mr. Overman, when in England, made this machine a study. He will embody all the good points of what he saw, with a good many wrinkles of his own, and thus give to our riders a "wheel as is a wheel."

The Massachusetts Club have fixed on a social programme for the month of November. On the 6th there will be a musical; on the 13th, a literary; on the 20th, ladies night; and on the 27th, an athletic exhibition. Moonlight runs on the 10th and 12th are also on the list.

THE Boston Club will possibly utilize their wheel room as a gymnasium, this winter. There is ample room for bar work, weight pulling, boxing and club exercise.

WHO climbed Knockmaroon Hill fastest? This question is convulsing the English press. The O'Faed claims the honor, but is disputed by a party by the name of Thompson, with a p. Up to the time of going to press we cannot say which. The breach between England and Ireland is widening.

DR. KENDALL is anxious that his scheme for a twenty-five mile tandem race on Thanksgiving, should meet with success. The distance will be about twenty-five miles, starting from Meeting House Hill to Milton Lower Falls, thence over part of the Dorchester Club route, and finish at the club house on St.

James avenue. Address Dr. Kendall, 176 Tremont street, for further particulars.

A GREAT deal of interest is being evinced by the members of the Massachusetts Club in the Monday and Saturday evening's gymnasium classes. They are a popular feature of that club's life.

THE opening of the restaurant of the Boston Club, last Saturday, was the cause of a great many club members being present at 36 St. James avenue. Steward Nottingham furnished an excellent menu.

THE Ramblers, of Chelsea, propose to have a hop 10 Nov.

THE local clubs are laying out programmes for Thanksgiving Day. The Bostons may give a tandem twenty five-mile race, and the Massachusetts give a hare and hound chase. We hope, for all concerned, that probs. will break record and give us good weather on that day.

WE are somewhat astonished to learn of the determined effort made by some of the house owners against the Citizens Club securing quarters in their particular neighborhood. \$3,500 was offered by twelve of these landlords to the owner of the Cits. Clubhouse if he would refuse to rent, but the club got the house.

THE *Owl* speaks of an arrangement for fastening a watch to a machine so that a man in practice can tell just what he is doing. We know of a better way. A pocket with a hole about the size of the watch face is fastened to the coat or jersey sleeve, and the watch is secured in same with the face, of course, out. Several of our local scorchers use this device. It does not jar the watch so much, and then when you dismount you have your watch with you. Either way is a dangerous position for the watch in case of a fall.

F. WOOD and Bob James are now many hundreds of miles on their way to Australia. The advent of the English professionals at the Antipodes will no doubt tend to boom the bicycle in the native land of the kangaroo.

ROWE and Hendee now probably envy the man who declined to sell his liberty. — *W. F. Knapp, in Sporting and Theatrical Journal*. H'm, did he refuse? or did they refuse to purchase? Anyway, Mr. Knapp is a strong advocate of the "sell-his-liberty" plan; that is, if he is reported correctly.

ONE hundred and sixty-two miles is the 24-hour road record of Ohio, and was lately made by Mr. F. Palmer of Cleveland. This has set the ball a-rolling in the Buckeye State, and road records are now the craze.

"THE Manhattan Bicycle Club is dead, but the apparition thereof finds lodgment in Fred Jenkins' establishment, some six or seven juveniles having banded together under that time-honored name." So hoots the *Owl* in the *Wheel*.



RUDGE TELEPHONE MAN.

HELLO!

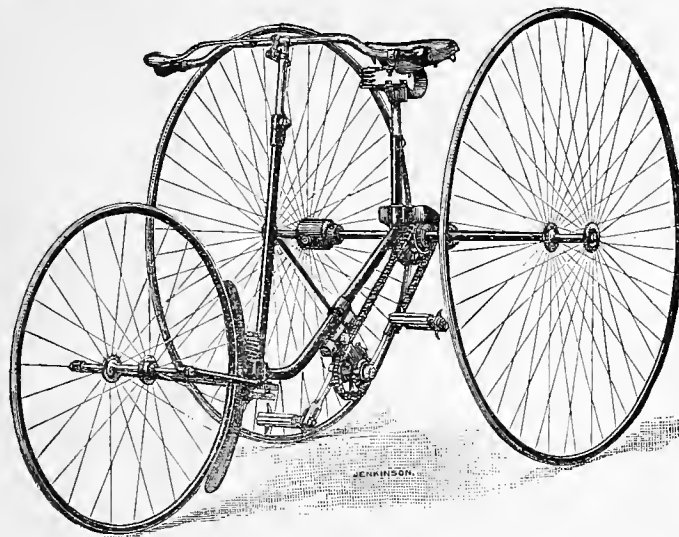
When did you say the

RUDGE CYCLES

would be superseded by other makes? When Cycling became a thing of the past. Oh! now I understand you.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!

Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT**STODDARD, LOVERING & CO.****152 to 158 Congress St., Boston, Mass.****NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.**

WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 22-pound Racing Wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

THE AMERICAN CHAMPION

to-day holds every World's Record on the road above 25 miles to 300 miles, the latter enormous mileage being done within the 24 hours, by **STILLMAN G. WHITTAKER**, at Crawfordsville, Ind., Oct. 18, and 19. The run was made on a 50-mile straightaway and surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the Times:

Miles.		Hours.	Min.	Sec.
50	(About 4 min. behind his previous World's Record.)	2	59	50 ² / ₅
100	(25 min. ahead of the World's Record, and over a min. better than Ives's Springfield Track Record.)	6	1	15
150	.	10	28	52
200	.	15	13	30
300	(About 24 min. better than the best World's Track Record.)	23	46	16 ³ / ₅

The latter magnificent record is about 41 MILES better than the hitherto accepted A. C. U. Record by Munger; about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which latter two are accepted records, however.

If you want the **EASIEST RUNNING ROADSTER** in the World, you must come to us.

CORMULLY & JEFFERY

Manufacturers of the American Cycles,
CHICAGO, ILL.

All Sorts and Clippings.

DAYS are now short, and yet we have lots of riding ahead. Riding without a good lamp is dangerous. If you want a lamp, or in fact any sundry, send for catalogue to Stoddard, Lovering & Co., Congress street, Boston.

GEORGE HENDEE does not like his present position as professional. Yet we think that this is better than the one he has been occupying. The Springfield man is sensitive, and his natural refinement rebels at the idea of "professional." For his comfort we can say that no one will think one whit the less of him, and why should they? A professional bicyclist, if honorable, is as good as any man.

THE way that records are going is very startling. No sooner do we get one settled than some other fellow knocks it. We suppose we have got to stand it until the snow flies.

MR. MERRILL took West with him a specially built Victor bicycle, weighing twenty-six pounds. Mr. Merrill had this built specially for him to use in the coming six-days race at Minneapolis, Minn.

WE hear there is very little doubt but that there will be a Columbia team next season. We are told that advance arrangements have been completed, looking towards securing accommodations for such a team. As to who? Well, we cannot yet part with that secret. However, we think it safe to guess that the present team, together with Woodside, will be the chief stars in the constellation.

THE *Globe* makes a disrespectful allusion to our attitudes, and says we want to down the amateur rule. No, the cycling scribe of the *Globe* is wrong. The amateur rule will down itself, only give it rope and time. We have nothing against the rule, but we do cogitate deeply when we read the same, and then look around us at the ranks of the "pure" amateurs of America and England.

THE Boston *Herald* calls Kennedy Child's Ripley Road Club hat ribbon "crushed egg" color. "Now England is insulted," says the BICYCLING WORLD, but we think an egg color most appropriate for a cyclist, seeing how many eggs they eat, and how sustaining they are. — *Cyclist*. Is this an English jokelet?

IT seems that the rumor of Rich's retirement from the path was a trifle previous. Mr. Rich will abandon the bicycle and use the tricycle as his racing mount next season. We are glad to hear this, as the racing path would lose a good man otherwise.

"IRIS," in *Recreation*, cannot abide "hirelings" on the racing path. After going into ecstasies over the Apollo-like form (from a feminine point of view), of one of the racing celebrities, she raises her voice and wails her regrets that this beautiful rider is a mercenary. Why, bless your unsophisticated heart, "Iris," we are *all* hirelings, from the first gentleman of the land down to the humble

cycling editor. We are all on deck for cash. Your best young man, "Iris," is "an hireling," we will wager on't. We work our brain and our pen, and Rowe works *his* grey matter and his pins, for ducats. What's the odds?"

MR. JEFFERY has a rather unique scheme which he proposes to put into execution next year. This gentleman believes the bearings on the G. and J. machines to be the easiest running of any at present on the market, and is willing to demonstrate his belief by a series of coasting experiments. His idea is to erect a grade on a level stretch of road about twenty feet high, and a hundred feet long with a level platform at the top, to start the rider at a standstill, with a very slight push, allowing one official to start them all, to have every make of bicycle represented, and weight each machine so that none may be handicapped, and see which will run the longest distance on the level road. He don't see why coasting records should not be a feature of cycle competition, as well as hill climbing, and, as a matter of fact, the result would be much more significant as far as the easy running qualities of the machine is concerned, as the ability of the rider would have little to do with it.

Bicycling News man is rampant because our unfortunate Hartford and Springfield correspondent, at the tournaments, signed himself "Comus." We called his attention to the fact that this *nom de plume* had been adopted by an English writer, and begged him to refrain. He will sin no more. Beg pardon, *Bicycling News*. Still the reports were not so bad as to make this "only original" "jumping wild." The original "Comus" could not have written better accounts.

WE have been so busy with records and other startling events, that we, for the time being, have let Karl Kion and his X. M. Miles retire from our memory. We now remember that the great promiser has been working like a Turk in some quiet spot at W. Springfield, Mass. He is bound to get that book out this winter, or bust in the attempt.

AN exchange suggests that the great success of the Springfield tournaments is largely due to the great local interest taken personally in "our George." We must admit there is something in this. Still, why did not the same racket work in Lynn? There is no man in Shetown so well known as "Billy" Rowe!

BARNES, of *Recreation*, has no doubt more pugnacity than all the rest of the "fraternity" put together, and he seems especially to have a desire to pitch into the *Wheel*. Poor Priol stands on his dig for a while, then he gets mad and fires back. Now, look here, Barnes, let us alone; we have no chip on our shoulder since the long-to-be-remembered love feast last month. We will have peace, even if we have to fight for it.

WE have been sharply criticised because we pitch into the long-distance

maniac, and especially what we inferred in our remarks last week, on a certain Quincy gentleman. Let us separate the wheat from the chaff, if these would-be critics cannot do it themselves. This gentleman's performance, so far as his riding to and from business, is worthy of the greatest praise, and wide emulation. But when a man rides and makes records for the sake of putting miles behind him only, we insist he is a crank. It is nonsensical, and brings down on us as a class the contumely of the non-cycling public.

THOMAS STEVENS speaks in the highest terms of the roads through India. From Lahore to Saseram, a distance of 1,000 miles, he describes the roads as the finest in the world. Private letters say that Mr. Stevens was lucky that the Russians turned him back, as his safe transit through Afghanistan would be a miracle.

MODEST Dick Howell winds up a letter to *Sporting Life* in regard to the proposed visit of Woodside and Frazier to England as follows: "I am informed that the American pro-riders are contemplating a trip to this country, and I only hope they will come, being fully prepared to meet their champions, as I feel sure that they will not be able to show the superiority of which they boast."

IT is not the intention of Rowe to retire until he has placed the mile record in a safe corner, say 2.27?

Two of the leading ladies' periodicals in England, *The Queen* and Cassell's new magazine are now devoting space to tri-cycling as a regular thing.

Bicycling News refuses to accept our bet that twenty-two miles within the hour would not be made within a limited time. Nevertheless, we feel we owe that maple sugar, and so, in the spring when the sap flows, we shall pay our debt.

Is it a joke? *Bicycling News* informs us that the "Great Eastern" is to be used as a cycle track. Booth & Bros., of Dublin, are in charge of the scheme. "Brunel's folly" to be used as a cycle track! Just think of it.

WOOD's winning \$362 in hard cash, at Springfield, is "an unpleasant experience," according to an English exchange.

IN every race that Howell and Wood came together this season, the former beat the latter. After Howell's accident, which caused his temporary withdrawal, Wood took all the other championships. This proves that Howell is the best man in England, and Wood next. If Woodside can hold his present form it will go hard with Howell when these two men meet.

PARTICIPANTS in the blue-nose tour of last summer, have not got over the misrepresentations made by the Boston correspondent of the *Sporting and Theatrical Journal*, in regard to their conduct on that trip. One of them met us the other day, and expostulated about the gross falsehoods contained in that letter. We believe in letting some things pass with-

out notice, but the wrong so rankles in the bosoms of the tourists that even at this late day we are glad to hear that the report of misconduct is a fabrication, and deny the same.

HARRY COREY is reported by the *Cyclist* as saying that "he expects the A. C. U. will end its existence with the year." We think, Harry, my boy, you are wrong.

THE N. C. U. will not recognize the class known in this country as "promateurs." They rate such as professionals. That's all right; there will be no promateurs to recognize shortly.

MR. BARKMAN, of the Brooklyn Bicycle Club holds the twenty-four hour record for that organization, by covering 205.25 miles in 23.57. "Bon" in the *Bulletin*, hits the short-circuit fiends a delicate rap in commenting on Barkman's performance thusly: "In criticising these records our critical friends will please bear in mind the fact that they were made over ordinary country roads, where shady places are frequent, and where occasional dismounts are compulsory, and not over a carefully selected and sandpapered course of a few miles, that is as near perfection as is possible for the road-maker to make it."

EXPERIMENTS are now in progress in several Western cities, to test the durability of the "fire brick pavement." It is described in the *Philadelphia Medical News*: "It is composed of wedge-shaped fire-bricks set in an arch on a foundation of sand and gravel, with a top coating of pitch and sand, and its cost is, including material, but eighty-three cents per square yard. This pavement is claimed to be firm, clean, and smooth; to be water-tight; to have great power to resist pressure, owing to the combination of arch and wedge in laying; and to afford an unequalled foothold for horses, in all weathers and on all grades. In addition to all these advantages, it is noiseless, durable, and cheap."

THE rain for the past week has interfered with riding for the time being, but the result to the roads has been of the most satisfactory kind.

PRESIDENT BECKWITH's appointment of Jo Pennell as the marshal of the foreign L. A. W. Touring Department is the best selection that could be made. Mr. Pennell is well posted in the matter of continental roads from actual experience, and not hearsay only.

ALL who have worn the "Z & S" Supporter pronounce it best. Try it. For sale by Howard A. Smith & Co., Newark, N. J.

THE duties of the secretaries of the national organizations, the C. T. C. and L. A. W., must be wearing. We hear with regret that Ernest Shipton is showing signs of overwork. All remember how our own Aaron gave way under the strain and had to go South and recuperate.

PERCY STONE is down in Dallas,

Texas, and there will make arrangements if possible, to ride against horses. Percy is drifting toward the professional ranks.

THE failure of the Records Committee to allow Furnivall's record of 2.30 for the mile on a bicycle, and Gatehouse's tricycle record, for same distance, of 2.41 is causing lamentations deep, among transatlantic riders. The peculiar watch used in timing could not have permitted a different decision, however.

THE rough in all his glory and power exists in Brooklyn, N. Y. A gang of them played football with an inoffensive lot of wheelmen for footballs. They were punched and kicked about in the most sportive manner. The abused wheelmen escaped with a few bruises and a rent or two in their clothes, just to prove to their friends that they had been interviewed.

THE A. C. U. has a rule on its book that needs prompt extermination. We allude to the seven days' notice required, when attempts are to be made against time. Weather and condition of surface are things that cannot be relied on as a certainty seven days ahead, to say nothing of the form of the would-be record breakers. Usually these attempts have to be made on the fly, so to speak, when the man and all the conditions are favorable. Take, for instance, the records that have been made this fall. Nearly every one, if not every one, can be verified to the satisfaction of any man, and yet, if the rule is enforced, this cannot be allowed by the A. C. U. The absurdity of this is peculiarly prominent when we look at the Springfield records lately made immediately under the eye of the A. C. U. itself.

A PARTY signing "L. G. B." writes to the *Wheel* a three-column letter, indited, we should judge, to discourage the taking up by would-be cyclists the expenses of riding. Now, "L. G. B." is no doubt an extremely astute and careful business man, yet care in reading his letter shakes our faith in his thrift and shrewdness. The letter is one mass of woe; he tells how he smashed his bicycles, ripped off his tires, and generally abused his machines, which goes to prove he must be very clumsy, or very careless. Then the history of his trades. This is a chronicle of how every agent worked him out of his dollars, by the hundred, which goes to show that "L. G. B." was not good at driving a bargain, to put it mildly. Notwithstanding all this evidence of lack in cycling knowledge, and superabundance of the bump of destruction, he has the confidence to pose as an adviser to beginners. He ascribes his misfortune to "ill luck." Well, we will let it go at that. "L. G. B." foots up the total cost of his cycling, for machines and sundries, as \$876! This is enormous and should not discourage any one. We believe we'll find very few equal to "L. G. B.'s" experience.

THIS is the way they do it in Moscow, Russia, according to the *Cyclist*. Evi-

dently, Muscovite roads are not built for speed: "I hasten to report to you a few details of a road race held by our club on 3 October. All kinds of cycles were admitted, and the selection consisted of two Club tandems, a bicycle tandem, a Kangaroo, and a common bicycle. Distance, about 14 miles 20 versts; prize, a gold watch charm. We started at noon, and had to go over partly rough and partly muddy roads, but the day was fine, and the only serious disturbance was caused by the road repairers, who had commenced repairing the macadam at three various places, and heaped up loose stones and sand to such an extent that we could hardly pull through it at a tortoise speed. In spite of all this the winners, J. H. Block and G. Grossman, managed to cover the distance in 1 h 9 m. on a Club tandem. The second man came in seventeen minutes later. Thus the race was won easily, the tandem pair having had and kept the lead right from the start. After the race a club dinner was indulged in, and then the company dissolved."

As an enthusiastic and interested user of the wheel, though only of this season's experience, I send you a few mems. in the hope that they will be read with interest by the numerous readers of the *WORLD*. I have been thinking and wondering, as I have read the great track records made by the different accomplished bicyclists, if, taking the roads as we find them, such wonderful distances could be covered, as they have made upon a path as smooth as a parlor floor. Is it, I have queried to myself, the best test of a rider's skill to ride against time under such favorable circumstances? Who cannot ride well and rapidly upon a track specially prepared, with not a sign of stones, inclined planes, or sand? I fancy that some of our riders here, with no road record to speak of, would shine side by side with some of the crack wheelmen, if the latter should be booked for best time upon some roads in this vicinity. A moderately skilled rider may appear to fine advantage upon a good, smooth track. But does a path rider, with records to boast of, appear to favorable advantage upon rough country roads? My heart is in the sport, despite the fact that I am now hobbling about with a cane, the result of a recent "header."—*Millbury, Mass. Cor.*

You can learn how to get rich by sending your address to Hallett & Co., Portland, Maine; they will send you full information about work that you can do and live at home wherever you are located. Work adapted to all ages and both sexes. Five to twenty-five dollars a day and upwards easily earned. Some have earned over fifty dollars in a day. All succeed grandly. All is new. You are started free. Capital not required. Delay not. All of the above will be proved to you, and you will find yourself on the road to a handsome fortune, with a large and absolutely sure income from the very start.

The Great Weep.

"If you have tears, prepare to shed them now."

O! maidens fair of proud Springfield! O wives and matrons too!

Our tears shall flow like rivulets in sympathy with you; Out! out! ye flinty-hearted ones, we scorn your brainless wit,

And we will weep a record weep for those so sorely hit. Ye winds be blown! ye dread typhoons, rise up and smelt the crash!

What care we now? O woe the day! come universal smash!

Their hero vanquished in the fray, and by a swifter wheel—

An Achilles invincible—but ah! that tender heel!

Yes, well we wot the noble crowd did not unmoved see

The hallowed grief of lovely dames—it roused their chivalry;

And trembling hands sought silken wipes, or lowly Turkey red,

When salty drops rained from above, and pattered on the head.

The big round tears in piteous chase coursed down poor D—r's nose—

Half pickled was that classic beak in spite of mighty blows;

The timist caught 'em in his watch, then dried it in his fob,

And cursed the twos for being threes when once more "on the job."

The starter's honest breast did heave—'t was said—but never mind—

No crowner's quest was wanted, as he aimed it from behind;

His very bitterness of soul forbade the flow of blood—He wept into the muzzle, and the powder was all mud!

A wail of woe came from the band, three subs to every bar—

Not "Yankee Doodle's" stirring strains evoked the wild hurrah!

But "Oh! those tears" was quavered forth, with muffled drums, instead.

And faster came the briny shower, by tuneful pathos fed.

Alas! alack! it looked as though a heavy rain had fell—The dust had gone, and little lakes a gruesome tale did tell;

A stroke was theirs, distressful, keen—what wonder it beguiled

The pearly and all other ooze, when agony was piled in such an overwhelming way—with such a killing blight—

With such an awful stopper to their innocent delight? To find their idol but a man whom other men could beat!

Oh! murder!—but it's worse than that—'t is track-ricide complete.

The tears down childhood's cheek that flow are dewy floral drops—

But what on earth can poets call a cycle-meeting's slops?

The law which moulds all honest tears, and wrings them from their source,

Is dead against an overflow upon a racing course.

We look for them in playhouses, respect them in a church;

We know they're plentiful at school in *re* the playful birch—

But on a track! and grown-up folks! because the best man won!!—

If that don't lick creation, then creation can't be done!

F. F. S. in *Bicycling News*.

The above is a capital take off on the great slop over.

Memphis, Tenn.

MR. M. B. SHELLY left last week, accompanied by his wife and wheel, for Louisville, Ky, where he proposes to spend a week or ten days with relatives, and at the same time try the Kentucky roads.

THE Fair Association at Knoxville, Tenn., offered the Memphis wheelmen two gold medals if they would come up and give them a race. Messrs. Wood, Friedman, and Hampton were there and gave a very exciting race. It was a half mile. Wood took the lead and held it for first quarter, when both Hampton and Friedman passed him, and came in Hampton first, Friedman, second. The track was an ordinary horse track, and in poor condition. They propose to get up quite an extensive programme next year, if the boys will go up and take part.

OUR track is on the decline, rather than on the boom, at present, the base ball association having "gone back" on the club. President Surprise has a new scheme on hand, and I understand will present it to the club at their meeting, Tuesday next. The principal feature is to establish a park and track, exclusively for the use of athletic events. The Amateur Athletic Association here has about two hundred members, and he hopes to get them interested.

It has been the pleasure of your correspondent to receive a copy of "My Cycling Log Book." It is bound in a very durable style, and will stand the ordeal of its three years' use, or longer, and when full the owner will possess a permanent book of reference which will infinitely more than justify his outlay in the beginning. I would advise all to secure a copy of this neat and durable reference book by "Papa" Weston

SOUTHERNER.

A GYMNASTICALLY inclined St. Louis cyclist recently carried a man on his shoulders from the park, and rode his machine into town with that burden.

Ives's Challenge.

Editor Bicycling World: Mr. Whittaker has done exactly what I expected him to do. He has declined to demonstrate the truth of his claims by riding the course in competition. I shall go to Crawfordsville at once for the purpose of examining the course, and shall ride for records, with pace makers to certify to every inch of the way. I do not think that any records should be allowed where there is any part of the course not witnessed. I shall also ask the A. C. U. to send checkers to unknown parts of the course, in order that records may be established which are beyond question. It is a very simple thing to claim records, but a harder matter to demonstrate them beyond question. In order to make it worth Mr. Whittaker's while to prove

that he did ride as he claims, I will pay him \$100 to ride one hundred miles within five minutes of the time he claims to have ridden it. I cannot ride one hundred miles on the road in six hours and one minute, but I will undertake to give Mr. Whittaker five minutes handicap in one hundred miles over the same course. It is my belief that Mr. Whittaker is afraid to ride this course in competition.

Very truly yours,
F. F. IVES.

BOSTON, 3 Nov., 1886.

Camden, N. J.

THE new quarter-mile track at Camden, N. J., was opened Saturday, 23 Oct. The results of the different races were as follows:—

One-mile for the President's Cup,—W. L. Wilhelm, Reading, Pa., 1st; J. Powell, Jr., Smithville, N. J., 2d; time, 3.33½.

Half-mile Club Race, heats, best two in three,—J. Potter, Camden, 1st; W. J. Atkinson, Camden, 2d; time, 1.43½, and 1.48.

One-mile Open Race,—W. L. Wilhelm, 1st; J. Powell, Jr., 2d; time, 3.33½.

One-mile Club Race,—C. P. Chew, Camden, 1st; J. H. Crossley, Camden, 2d; time, 3.58½.

One-mile Club Race,—H. B. Weaver, 1; J. Potter, 2d; time, 3.38½.

Two-mile Open Race,—J. Powell, Jr., 1st; W. L. Wilhelm, 2d; time, 7.54½.

Three-mile Lap Open Race,—J. Powell, 1st; W. L. Wilhelm, 2d; time, 11.24½.

One-mile Race for Boys,—F. Coningsby, 1st; time, 3.49½.

Quarter-mile Open Race,—W. L. Wilhelm, 1st; J. Powell, Jr., 2d; time, .47.

Two-mile Club Race,—J. B. Weaver, 1st; J. Potter, 2d; time, 7.57.

One-mile Inter-Club Team Race,—Millville Club, 1st; Camden Club, 2d; time, 3.31.

Consolation Race, One-mile,—W. M. Justice, 1st; time, 3.51.

The officials were: Referee, J. A. Wells; judges, T. D. Sensor, Dr. J. A. Bolard, C. Howard Hunt; timers, C. V. Bitter, Frank Kohler; clerk of the course, Frank K. Chew; scorers, W. L. Hinchman, T. E. Cookman.

WORCESTER, MASS., Oct. 23. — Races of the Worcester Bicycle Club:

Five Mile Club Handicap (won by G. A. Booker 7 Sept.) Starters, G. A. Booker, J. F. Midgeley, O. A. Wakefield and C. E. Arnold. Won by Wakefield (18.36); Booker second. Prizes, gold medal; silver to second.

One Mile Club Handicap. — Starters, G. D. Putnam, F. S. Chickering, H. H. Sibley, A. Hoyle, and C. H. Morse. Won by Morse (3.28); Putnam, second. Prizes, silver medals.

Half Mile Dash. — Starters, G. D. Putnam, G. D. Booker, and O. A. Wakefield. Won by Booker (1.37); Wakefield second. Prize, silver medal.

A poor track and cold wind blowing down back stretch made the time slow.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Muddling" Class. The Morning Tuh Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Sauces. Remarks on Diet. Alcoholic Stimulants and Temperance. A Companion. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soup—Folk's Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Editor. By mail, 50 cents. This Publication and the WORLD for one year, \$1.35.

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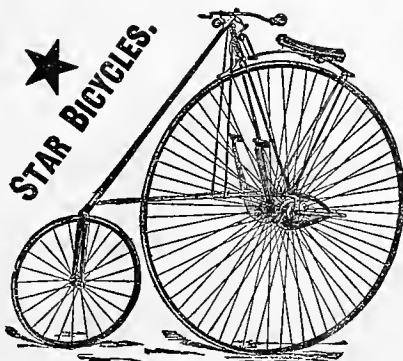
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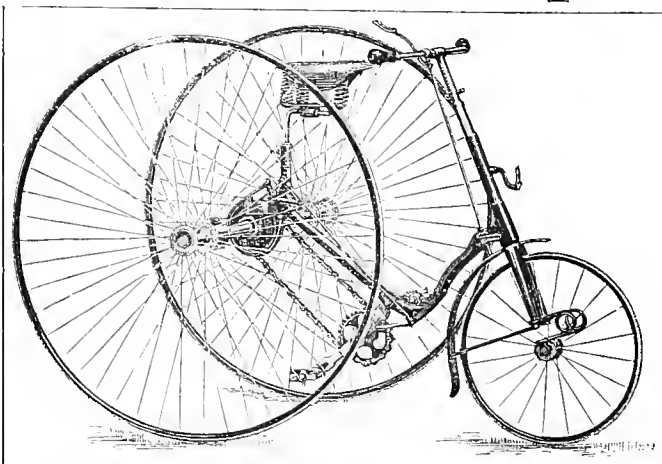
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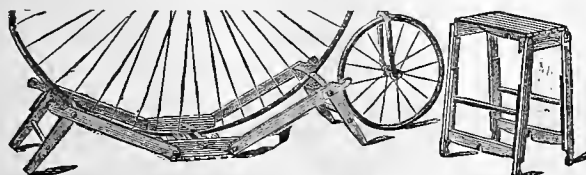
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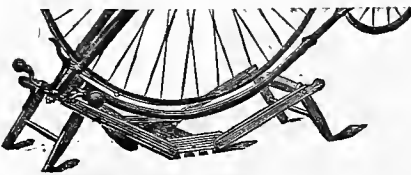
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 12 NOVEMBER, 1886.

PRESSURE on our columns forced us
 to omit, this week, letters from G. H.
 Burt and J. S. Dean on the Corey ques-
 tion and the A. C. U.

T. J. KIRKPATRICK has resigned as
 Chief Consul of Ohio. We wonder whom
 they will saddle the office on to now.

THE League feels deeply honored be-
 cause the sister of Cola Stone has joined

it. The brother is a promateur and can-
 not be of the elect. All hail to the ama-
 teur rule!

It seems that Furnivall has borrowed
 from his well-fixed friend, Gatehouse, the
 money required for a season's racing. It
 may seem impertinent, but we would
 really like to know if Humber & Co.
 won't see that the loan is paid. If any
 amateur has a wealthy friend, this sug-
 gests a way to circumvent the rule.

IN the McCurdy record we were al-
 lowed to compile the facts as given on
 another page, from the certificates of
 the different checkers, pace-makers, time-
 keepers, and referee. These certificates
 will at once be put into the hands of the
 A. C. U. for action.

IN another column will be found the
 official letter of Chairman Rogers, ac-
 cepting the Whittaker road records.
 Now for McCurdy's claim.

THE record season is practically gone.
 The Columbia team has disbanded for
 the season, and the Springfield track will
 relapse into winter quietude. We look
 for a few more smashing feats on the
 road before snow flies.

THE dealers and makers are seriously
 talking of a Cycling Board of trade.
 This we regard as a most desirable thing,
 and as most every one in the trade also
 thinks so, we feel sure a Board of Trade
 will soon be an accomplished fact.

THE cycling man of the Boston *Globe*
 has great capacity for inventing shuffling
 excuses. He cannot meet an issue
 fairly, nor can he appreciate a criticism
 written without malice from one teeming
 with venom. Any one who has the
 temerity to disagree with him in the
 friendliest way, is subjected to a tirade of
 feeble sarcasm. We wish this cycling
 scribe a very good morning.

THE real trouble with the amateur rule
 is an attempt to create an artificial and
 unnatural distinction between men, and
 create classes that do not form naturally.
 Wealth naturally separates itself from
 poverty. Learning, from the very nature
 of things, gravitates away from ignorance.
 But there is nothing in racing for money,
 and racing for silver mugs, medals, and
 the thousand and one things of more or

less intrinsic value, which naturally cre-
 ates a class distinction. The attempt to
 do so by legislation is a failure, because
 fundamentally wrong.

WHITTAKER retires, feeling happy and
 secure in the possession of a record of
 301 miles for twenty-four hours. F. F.
 Ives rushes West, bent on seeing what
 there is in it. Meanwhile, McCurdy, like
 Brer Rabbit, lays low and says nothing,
 but all in a quiet way proceeds to put
 305 miles behind himself and his little
 Star. Whit will have to trundle his
 wheel out again, and Ives will probably
 rush home faster than he went away.

WE are in receipt of several inquiries
 as to what may be expected new in the
 way of machines for next season. We
 would say we are carefully collating in-
 formation on this all-important point, but
 it is a bit too early to give particulars.
 In general, we can say that the ordinary
 and the English three-wheelers will be in
 the main the same as those we are
 already familiar with. In safeties the
 Rover type will be pushed as it has
 proved itself a great machine on the
 other side. Pope Manufacturing Com-
 pany and the Overman Company will
 each produce a three-wheeler up to the
 times, and the latter firm will get out a
 safety. The New Sterling tricycle will
 be a candidate for popular favor while
 the Springfield Bicycle Company will for
 the first time introduce their new lever
 bicycle. We are not aware that any
 change is found necessary in the Star,
 from the 1886 pattern. We cannot as
 yet say what the Gormully & Jeffery
 people will do in the way of novelties for
 1887. We shall keep our readers posted
 as to what novel may be expected from
 our manufacturers and importers, how-
 ever, so that ample time will be afforded
 purchasers to make their selection of
 their next season's mount.

AN impetuous and imperious sub-
 scriber goes for us in the following rough-
 shod way: "See here now, I want to
 know: a promateur makes a record, it is
 accepted by the A. C. U. The L. A. W.
 does not recognize the class known as
 promateur, but does recognize the A. C.
 U. The N. C. U. will have nothing to
 do with the A. C. U. or its nasty proma-
 teurs. Now what are you going to do
 about it, eh? What becomes of the re-
 cords? Are the records accepted by any-
 body except the A. C. U?"

Really, the awful possibility of getting mixed and showing our ignorance appals us. We timidly would ask the loan of the brains of our E. C.,—we mean the office boy,—we will treat him with the utmost tenderness and agree to return him—in a coffin,—when he has solved the question to the satisfaction of our irascible inquirer.

If as hinted in some quarters, the A. C. U. was formed as an "exclusive" for Rowe and Hendee, and now that these two wonderful men have gone into the professional ranks, the organization has consequently ceased to have an object, then the sooner the concern is reorganized on a firmer basis the better.

Manhattan Meanderings.

THE Inter-Club Championship Road Race, the second contest for the perpetual challenge cup, emblematical of the road-racing local club championship, was decided over the Irvington-Milburn course on election day, and the Oranges were overrun with wheelmen from all over the neighborhood. Many clubs held formal runs, the programme including a run through the Orange District in the morning, a dinner at one of the hotels in the neighborhood, and a view of the club race. Since the last race was run, the event has gained in importance, so that it may now be regarded as the "Derby" road event of the year. The starting point was near Irvington, and the turning point near Milburn, five miles distant, making five journeys necessary to complete the twenty-five miles. In the absence of the Hudson County team, of which more anon, the Kings Countys were the favorites. H. J. Hall, Jr., finished first, in the excellent time, considering the eighteen hills on the course, of 1 h. 37 m. 12½ s. E. M. Valentine, K. C. W., finished second, in 1 h. 39 m. H. Greenman, Ildean B. C., third, 1 h. 39 m. 14 s. E. I. Halstead, Harlem Wheelmen, 1 h. 40 m. 13 s. F. B. Hawkins, Brooklyn B. C., 1 h. 41 m. 16 s. M. L. Bridgman, K. C. W., 1 h. 44 m. 31 s. The score by points is as follows:—

1. Kings County Wheelmen,	66 points.
2. Ildean Bi. Club,	46 "
3. Brooklyn Bi. Club,	41 "
4. Elizabeth Wheelmen,	26 "
5. Harlem Wheelmen,	25 "

As I predicted some few weeks since, the Alphabetical Association is "rent by internal dissension." When the Association was organized, it was for the purpose of holding championships to be open to active resident members of clubs within a certain radius of New York. Unfortunately, this was not embodied in the constitution, the Association relying on the honor of its members. But the

Hudson County Wheelmen comes along with an "imported" team, composed in part of Wilhelm, of Reading, Pa., and Powell, of Smithville. The Elizabeth Club promptly lodged a protest against this team, and at a special meeting held at the New York's club house on 29 Oct., the protest was sustained by a vote of six to two. Consequently, the Hudson Counties did not compete, and there is war in camp.

ON the same evening when the Inter-Club delegates were wrangling over that protest, the Ixims were holding high carnival at their club house, the occasion being their "first private concert" of the off season. When the conductor sounded the baton, it was quite nine o'clock, and some thirty-five ladies and gentlemen had gathered in the parlors to listen to music, song, and recitation. Several light numbers were well rendered by the club orchestra. Refreshments were served during the evening, and altogether the affair was very creditable. A word of praise is due to Mr. O. L. Moses, who had charge of the affair.

To the Ixion and New York clubs all honor is due for the whole-souled manner with which they have taken hold of the Park Privilege question. As yet, nothing has been heard of the bulky petition recently submitted to the august Park Commissioners. Their president, Mr. Beekman, who has just been elected president of the Board of Aldermen, has been interviewed by representatives of the clubs, and he announces himself as favorably disposed towards the wheelmen.

At last a Moses has been found to lead the cycling contentionists out of the amateur-promateur-professional wilderness. His name is W. C. Herring, and New York claims him for her own. Mr. Herring has a thorough athletic and bicycling education, both on this side of the water and in Snob-land, and the skeleton of his solution of the difficulty, which is about to appear in all the wheel papers, is entitled to every consideration. Mr. Herring is willing to publicly debate any of the points he makes or refutes, provided the latter are not based on ignorance or indifference.

THE Cits are quietly inactive, so far as I know. The Harlem Wheelmen are also hibernating of late, but we may shortly expect to hear of some project, as they are too energetic and enthusiastic to remain in a state of somnolency for any considerable period. The Ixions announce a grand reception for 9 Dec. The King's County Wheelmen announce a minstrel show for about the same date at Knickerbocker Hall. Both amateur and professional talent will be employed. This club always keeps the pot boiling.

THE toboggan craze is being talked up. The Roseville track and the polo grounds are said to be already engaged by capitalists, who will put up slides. I believe the reason of Frank White's—of Spalding's—flying trip to Canada was to get points on this sport.

THE bicycle business is naturally dull, but rumors are thick that we are to have three new manufacturers in this vicinity next year, and Providence only knows how many agencies. The Smith Machine Company will have an office on Liberty street. TITNAM.

St. Louis.

TUESDAY was club night, but the Ramblers, who were to have received a report from a committee on new quarters, did not get together, for some reason or other. Nothing of importance was transacted by the Missouri Club, except the election of a few members. They will commence on 16 Nov., a series of monthly receptions, including entertainments in a musical and literary way, with dancing.

THE Quincy Club (Ill.) will open the winter society season with a wheelmen's ball on the 18th, in which the *elite* of the city will participate. The Quincy club are steadily improving, and are nothing daunted by the fact that their late tournament was a success to the extent of a six dollar and a half assessment per man. They write requesting a big delegation from St. Louis to their ball, and I hope it will be taken advantage of.

A RECENT WORLD contained notice of a patent grant to Charles Duryea, for a bicycle. This bicycle was the so-called ladies' machine, a hubless and spokeless arrangement with the saddle and pedals at the side of the large wheel. Its construction, etc. were paid for by Griff Glover, of the Ramblers, who spent quite a snug sum on it. After posing a short time as a curiosity the thing disappeared and will probably never be heard of again.

G. I. JONES, who has been of great assistance to the Missouri Club as head of the *Spectator*, has resigned from the club and gone to Chicago, where he will reside. He has been a strong and steady worker, and the Chicago boys would do well to keep an eye on him.

To-morrow promises to be a big day, as several riders will make their first centuries and the clubs will turn out in force. Some will go west to-night and spend to-morrow in the vicinity of Manchester, in quest of persimmons and fun.

RIDERS in Pike County will, next Friday, run for the road championship of the county, on the Clarksville Belt. The winning, it is claimed, lies between Fern and Cake. BREVITY.

WHITTAKER says when Ives comes near 300 miles in 24 hours, he will race him.

Kansas City.

A NUMBER of members of *Outing* cyclists were out last Sunday, and coming in on the Rosedale boulevard, Mr. George Whiteman, late of Cincinnati, collided with a buggy, and was thrown from his wheel, striking the pavement violently, rendering him insensible. He was removed to a drug store, where he revived sufficiently to be conveyed home in a cab. The cause of the accident is not plainly known. He was endeavoring to pass between two teams, which were going in opposite directions, and the horse of the buggy became unmanageable, and jumped into Mr. Whiteman's path, colliding with the above-mentioned result. On examination by a doctor no bones were found broken, but he was considerably bruised up around the side of the face and shoulders. He is confined to his bed, and will not be able to be up for several days. Mr. Whiteman was a member of the Avondale Bicycle Club, Cincinnati, and was also local consul at that suburb. He has only been a resident of this city about a month, and is exceedingly well liked. It is hoped he soon will be up and well. Luckily, he was insured in an accident insurance company.

THE Kansas City wheelmen made a run to Belton, a distance of twenty-five miles, and the *Outing* cyclists to Olathe, a distance of twenty-five miles, last Sunday.

R. C. GORDON, late of sleepy old St. Louis, will make Kansas City his future home. "Bob" evidently knows where money can be made.

THE two local clubs, to stimulate road riding next season, will very likely present a prize to the cyclist who covers the most miles.

DE VERA.

Pedal's visit to Coventry.

ONE fine Tuesday in the latter part of September we, my brother and I, left the Lime St. Station, Liverpool, for a few days stay in Coventry. Once the odoriferous chemical manufactories on the outskirts of the city are passed, the train runs through a beautiful country where pleasant meadows, winding streams, green hedges and the best of good roads, combine to make an unexcelled touring ground, for any cyclist who may be able to wheel through it. After about three hours, Nuneaton is reached. Here the Coventry branch connects with the main lines, and a further half hour in the Coventry train brings us to our destination. From the station a broad and splendidly kept avenue leads to the business centre of the town where it degenerates into one of the old narrow streets. Up this avenue and through and beyond the city a narrow-gauge tramway runs, upon which a very conservative steam dummy engine pulls a car which resembles a Boston street car seen through a magnifying glass, and

which also has seats upon the roof. A short distance to the left of this avenue, in a small open space near the park stands

THE STARLEY MONUMENT, erected to the founder of the cycle industry which has done so much towards the prosperity of the city. Here we were upon the track of Thomas Stevens, as readers of *Outing* will recall the illustration in which Thomas is represented pausing in his journey to gaze at the memorial of one of the men who helped to make his journey possible. Five minutes further and we are registering at the Kings Head Hotel, and admiring the autographs of "A. H. Overman, Boston, U. S. A.," and the Little Four, Messrs. Dean, Hodges, Harrison and Tombs. Evidently, registering is not a common practice at the Kings Head, since only two pages had been filled since the Little Four's visit in 1884, and Mr. Overman's name dated some months back was only a dozen lines from our own. After securing our accommodations we spent the short remainder of daylight in exploring the city, in the course of our walk stopping at a hire depot to engage a tandem for the morrow. The houses in High St., Smithford St. and the neighborhood would make a Boston Queen Anne turn all the colors of the rainbow with envy, if it didn't happen to possess them already. Quaint old buildings with steep, tiled roofs, overhanging stories, lattice windows, half doors and (like a crab), with all the bones or rather beams upon the outside, bordering narrow, and winding streets, give one the sensation of having stepped back into the

DAYS OF WILL SHAKESPEARE,

until a modern trap with liveried flunkeys rattles by, or a butcher's boy in white smock, his basket on his arm, trundles a rheumy trike down the street. It is in the evening that cyclists most abound and then the tinkle of the legally-required bell is constant in the streets. Now a staid and middle-aged individual in citizen's dress and smoking the inevitable pipe wheels slowly along. Next a younger rider, presumably a mechanic, hurries by on his Rover to his evening meal. Nobody turns a head or deigns to notice the passing wheels, and I believe if

GERONIMO HIMSELF

were to pass on a bike they would notice only the man and never stop to wonder how he came to be a wheel.

Passing the fire engine-house we noticed that the hose carriage was fitted with suspension wheels and rubber tires. This goes Boston one better at any rate. Next day we donned our cycling regalia and sought out the cycle lender. By some accident of the day before, the tandem was unavailable, so a Rudge safety and an ordinary were substituted. Warwick ten miles away was our destination, and what through want of practice, and stopping to enjoy the scenery, we were three hours getting there, stopping on the way at Kenilworth Castle. At Warwick a delightful hour was spent exploring the castle,

with its wealth of old masters, old armor, weapons, etc.; and, after dinner at a diminutive inn, the afternoon was spent in loitering back to Coventry. Although, quite hilly, yet I imagine in a road race Rhodes would cover

THE DISTANCE IN ABOUT THIRTY-FIVE MINUTES,

if he didn't ride too fast. The following day threatened rain on short notice so our contemplated excursion to Stratford-on-Avon was given up and some hours spent in going through the very extensive works of Messrs. Singer & Co., and Rudge & Co., in both of which places we were most courteously received and had all the various processes and stages of manufacture shown and fully explained.

One can hardly form any opinion of the hundreds of men, and the quantity of machinery employed in making the many different types of cycles. Not a few novelties were shown, some of them not yet in the American market. Next season will see many now unfamiliar types upon Boston streets, and in particular those of the gear-up Rover pattern safeties, which with the improved tricycles are fast

PUSHING THE ORDINARY BICYCLE

into second place. Recent English road races have shown that when a tandem enters, the Rover types are almost the only machines which finish within seeing distance, and the twenty-four hour records fall from the clutches of one safety only to drop into those of another. To return from our digression. The third day of our stay proved also unsuitable for riding, because of showers and rumors of more showers. After spending the forenoon in further exploration of the town, and our time being limited we took an afternoon train and were back in Liverpool by evening, well pleased with our visit, and only disappointed at not having been able to have done more riding. However, "Kismet"; perhaps next time the weather may be fine.

PEDALS.

So it seems the grand old ship has made her last voyage, as the following will indicate: "Our readers should not fail to visit the 'Great Eastern.' We visited the monster last week, and were fairly astonished. What they call the 'tanks' are almost as large as the Gaiety, and the whole structure well deserves its title 'The Floating City.' Varied amusements are now in full swing, and are well worth patronizing. The owners are most anxious to disprove the reports as regards the rowdy character of the sightseers who visited the vessel at Liverpool, and those who are nervous on this score need have no fear. We have heard some talk of athletic and cycle races being held on board. The latter would be impossible owing to the width of the deck not being sufficient to permit a machine to turn at full speed. A splendid running track, however, could be laid out, and we are sure the different events would fill well.—*Irish Cyclist and Athlete.*

CURRENTS CALAMO

De Thanksgivin' Tandem Race.

WHEN de turkey am a-steam n', an' the 'possum's bilin' hot,
An' de 'lasses cakes am laffin' at de puddin' in the pot;
Den we'll be makin' records at a hallalujah pace,
Huntin' after mud an' medals in that bress'd tandem race.

When de common trash am workin' on the mizzen riggin' splice,
An' a-gettin' full of dinner an' ob oberyting dat's nice.
Den de ill will be a-shinin' on dis scorchin' nigger's face,
Kase we's goin' after glory in that bressid tandem race.

When de 'ristocrats am eatin' 'till you hope dat dey would bust,
It will only be a question who kin raise de biggest dust,
An' de nigger's got to 'hump hisself to keep de front end place,
Kase de records am a-goin' in dat bre sid tandem race.

PEDALS.

HELLO, Ives! What you're fooling round "Indiandy" for? Here's McCurdy been tampering with the twenty-four-hour record.

THE Star and McCurdy was the combination that worked out the number 305, and the way Stall beamed on us, ran the thermometer up into the nineties, it was such a genial beam.

WELL, there is a limit to all things, and twelve and three quarter miles for every one of the twenty-four must be nigh that limit. Can man and machine be made to go much faster?

SPONGY track and high wind have been playing the deuce with the record smashers at Springfield. November's watery skies and chill winds are not conducive of fast time.

"RENDER unto scissors the things that are scissors," is the caption of a new column started in the *Bulletin*. The heading needs no explanation. The meaty and interesting items are clipped and credited accordingly.

POSSIBLY Woodside will not go to England till January. He has been trying to get the Pope Manufacturing Company to send him there this winter, but so far without success.

AN exchange, speaking of the climate of India being too warm for ladies to indulge in tricycling, describes the ingenuity of a lady who evolved a carriage out of a tricycle and two bicycles, using two coolies as the motive power. The outcome will probably be that this kind of cycling will become popular with the ladies of India. A pretty poor substitute, we think, though better than no riding at all.

THOMAS STEVENS has shown a decided talent in written descriptions. His portrayal of the Nautch dance, published in and written for the Boston *Herald*, is worthy the pen of a Bayard Taylor. He says the Nautch dance is not naughty, on

the contrary is decorous and refined. When he gushes forth thusly we wish we were there too: "Now they imitate the spiral movements of a serpent, climbing around and upward on an imaginary pole; again they assume a charming posture, their dusky countenances half hidden in seeming coquetry behind the muslin mantle, the large red fan waving gently to and fro, the feet unmoving, but the undulating motions of the body and the tremor of the limbs sufficing to jingle the tiny ankle bells." Just count us in as an admirer of decorous and refined Nautch dancing.

THE idea that Burley B. Ayers should be allowed to make good the deficit incurred on the L. A. W. tour of this season is preposterous. But we do not agree with the *Bulletin* that the League should bear the expense of such deficit until the tourists have refused to pony up. We cannot believe that the members of that tour have been aware that a deficit did exist, or they surely would have gone down in their pockets like little men and "divied" up. First, it is the duty of the tourists to make good the loss; then, if they fail, of course the League. But give the tourist a chance. Mr. Ayers should make direct appeal to them; they certainly would respond.

THE *Bulletin* thinks 130 pounds too much for a tandem tricycle to weigh. We demur and give our reasons. In the first place, actual experience in England has proved that something has been wrong with tandems as now built. A road race, in which this class of machines participated, was a dismal record of smashed machines. The cause assigned has been that the machines have been built too light. Even at 130 pounds our naturally unmathematical mind divides that number quickly by two, and we find that this gives each man 65 pounds dead weight to propel, not excessive, surely.

WOULD it not be interesting reading to the subscribers of the BICYCLING WORLD to hear from the different correspondents who write to this paper weekly, semi-monthly or monthly some items concerning the various styles of wheels, both bicycles and tricycles, when they were introduced, the number of the various patterns, etc., that are in their cities. The modern bicycle was introduced in New Haven, in 1877, or thereabouts, machines of English manufacture were largely used, the Harvard being the most common; in 1882, the Columbia Expert appeared; in 1883, the American Star; in 1884, the Facile. At present all the most prominent English manufacturers are represented with their bicycles, but in tricycles there is a great lack of machines such as the Omnicycle, Merlin, Orbicycle, Quadrant, and in most of the numerous and excellent patterns of the three wheelers produced by the Coventry Co., Rudge, Singer, Humber, and others. Of the American manufacturers we have almost every pattern of wheels made at the

present time right up to the latest three-wheeler the American tricycle, a joint production of New England and the Middle States. — *New Haven Correspondence*.

AT the Cambridge Club ball last Friday a cyclist rode over on his wheel and donning his dancing pumps, appeared on the floor in his riding costume. He soon saw that, among the dress suits of the gentlemen and the delicate apparel of the ladies, he was out of place. He had the good grace to quickly retire, and no doubt rode home a sadder and wiser man. And this is as it should be, though we are sorry our good cyclist lost the exquisite pleasure of dancing with Cambridge's fair daughters.

MR. A. KENNEDY CHILD, Ph. D., of Hartford Conn., has become associated with the Pope Mfg. Co. He is a member of the Royal Institute of Mechanical Engineers, and late of the firm of Sir. William Palliser & Co., a name associated throughout the world with the manufacture of heavy ordnance. We learn that Mr. Child is the owner of several valuable engineering patents and this, we fancy, means something. At all events, we feel that it is not cycling alone that is responsible for this little surprise. As a cyclist Mr. Child is somewhat eminent both in England, where he has long resided, and here, where he has been a frequent visitor of late. He is a member of the Ripley Road Club of London, and for three years was a member of the executive of the National Cyclist Union, and has been prominent in cycling legislative matters. Personally, he is a very interesting companion. Well informed and with unusual fluency of speech, he is a man that is always prominent in any gathering. As Mr. Child will now be among us, we hope he will take an active interest in our cycling affairs, and give us the benefit of his experience and use his eloquent tongue in behalf of cycling reforms and sound legislation.

GARTH GRAFTON is a "bright, clever and entertaining lady journalist on the stuff of the *Toronto Globe*." In reply to a correspondent as to the general use of knickerbockers, she says: "If I were you, I would continue to wear the 'knickers,' they are immensely becoming to the Canadian youth; the average American is a caricature in them, for obvious reasons. But the average American, under almost any circumstances, is a caricature beside the average Canadian. This is written, as the lawyers say, 'without prejudice.'" Yes, Garth is "entertaining." We read the above and waxed merry over it, as no doubt a good many of our readers will also, at least those who have had a chance to compare the "average Canadian" with the "average American, without prejudice."

A Card.

ALL those that purchased gold bars of us before 1 Nov. will please return them, and we will replace them with others, as we find the plating is not as represented.

FLINTHAM & FRAMPTON.



RUDGE TELEPHONE MAN.

HELLO!

The President only stayed with us One Day,
but the

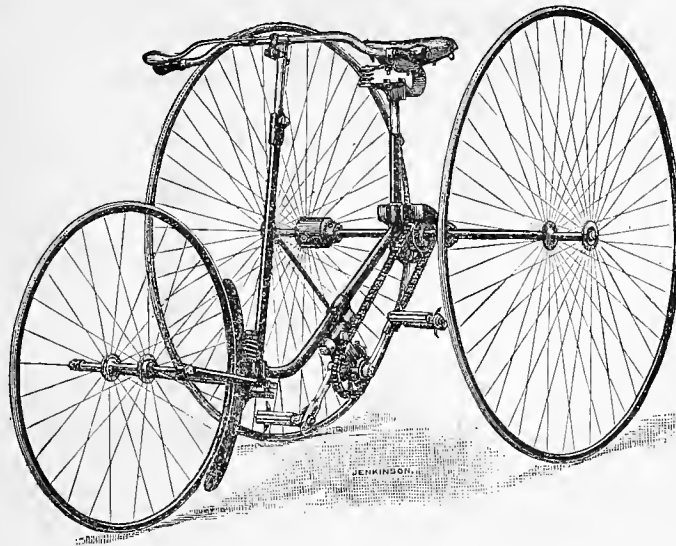
RUDGE CYCLES

have come to stay forever.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

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WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 22-pound Racing Wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

THE AMERICAN CHAMPION

to-day holds every World's Record on the road above 25 miles to 300 miles, the latter enormous mileage being done within the 24 hours, by **STILLMAN C. WHITTAKER**, at Crawfordsville, Ind., Oct. 18, and 19. The run was made on a 50-mile straightaway and surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the Times:

Miles.		Hours.	Min.	Sec.
50	(About 4 min. behind his previous World's Record.)	2	59	50 ² / ₅
100	(25 min. ahead of the World's Record, and over a min. better than Ives's Springfield Track Record.)	6	1	15
150	.	10	28	52
200	.	15	13	30
300	(About 24 min. better than the best World's Track Record.)	23	46	16 ³ / ₅

The latter magnificent record is about 41 MILES better than the hitherto accepted A. C. U. Record by Munger; about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which latter two are accepted records, however.

If you want the **EASIEST RUNNING ROADSTER** in the World, you must come to us.

CORMULLY & JEFFERY

Manufacturers of the American Cycles,

CHICAGO, ILL.

All Sorts and Clippings.

IF England wants to espouse Wood's cause let them get up a cry of indignation over the shamefully false report that he (Wood), sold that race to Rowe. Whatever we may think of his kick-up over the fine question, we feel, with our English friends, a thrill of indignation that such an unfortunate lie should ever have got into cold type.

THE Canadians do not like the coolness of the A. C. U. in attempting to control racing in Canada without being requested to do so. We do not blame them. Let the Canadians run their own affairs their own way. It is certainly none of our business, and we have enough territory without bothering with Canada.

THE "cycleries" under the auspices of the Boston Club was such a success last May that this club will again look into the advisability of holding a similar show next spring. It is proposed to enlarge the field of exhibits, and not confine them to cycles, but to have the exhibits embrace every branch of out-door sport. The field is extensive and if the Bostons decide to put their shoulder to the wheel a big thing may be looked for.

THE following extract from the *Leeds Express* may prove interesting, as it refers to the father of our one and five miles champion: "Dr. Furnivall, president of the Maurice Rowing Club, who is eighty-one years old, and has won three prizes in races this season, lately sent Mr. Gladstone a copy of his letter on 'Sculls or Oars,' proving the great superiority of sculls to oars in pairs, fours, and eights. The ex-Prime Minister, in returning his thanks for the letter, says: 'When I was at Eton, and during the season, I sculled constantly, more than almost any other boy in the school. Our boats then were not so light as they now are, but they went along merrily, with no fear of getting them under water.' Just think of that, eighty-one years of age and a winner of prizes. We take it, the grand old man is Percy's father, a worthy sire of a wonderful young athlete.

WOODSIDE and Brooks, the professionals, have commenced suit against Chas. Z. Prund, of Brooklyn, to recover the sum of \$500 each, for services performed at Madison Square Garden, New York, in the match of Anderson on horses against the two plaintiffs on bicycles.

WANTED. The name and address of every bicycle dealer or agent in the United States. W. C. Boak, LeRoy, N. Y.

THE Columbia team are as happy as a parcel of schoolboys at having the word of dismissal for the season spoken by Col. Pope. They say the welkin in the vicinity of West Springfield rang with shouts and yells of delight uttered by the men and their trainers. None of the men have definite plans, they will respect-

tively gravitate toward their native heaths, and be governed by circumstances. Woodside goes to Minneapolis for a time.

WE hear that the Roseville track will be utilized as a tobogganing slide during the winter months. This is a hint we hope will be followed in other quarters.

Why not in Boston and why not the Union Athletic Grounds? This piece of ground is within ten minutes walk of both our local clubs.

"RUINED by Chinese cheap labor," will be the burden of the song of the numerous American trick riders now sojourning in Europe. Ah Fong is his name, and he claims to take an ordinary bicycle with the tire off and ride across a cable stretched from one side of the hall to the other. There is no fakir business about this, no heavy weight suspended below the cable, so it is claimed. China takes the record, if this is so.

WANTED. I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. Boak, LeRoy, N. Y.

THE record of 162 miles in the twenty-four hours made by F. Palmer is disputed as being the Ohio best by a correspondent, who says that Messrs. Deaton and Crothers, of Springfield, Ohio, ran 175 miles a year ago. This same authority says that he has gone 159 miles in twenty hours, and thinks he could have bettered this if he had kept going for the balance of the four hours.

MESSRS. ROBERTS BROTHERS will publish, in a few days, a book of interest to all cyclers, written and illustrated by Elizabeth Robins Pennell and Joseph Pennell. The title is so quaint that we copy it in full: "Two Pilgrims' Progress from Fair Florence to the Eternal City of Rome. Delivered under the Similitude of a Ride, wherein is Discovered, the Manner of their Setting Out, Their Dangerous Journey, and Safe Arrival at the Desired City." The book is embellished with twenty full page illustrations, and readers who followed the authors on their pilgrimage from London to Canterbury will be eager to continue the journey.

THE Victor team, with Mr. W. C. Overman as manager, are at Crawfordsville to try road records. They find that the annual fall road repairing has begun, and the roads are much impaired by new gravel being scattered over the surface. It is yet uncertain as to what can be done. Whittaker is there, and an attempt is being made to bring Ives and Whittaker together, but so far the latter refuses.

DR. KENDALL is rather astonished that he has had no response to his proposition of getting up a tandem race for Thanksgiving Day. Why for? Come ye doughty men of the Cambridge, Boston, and Massachusetts Clubs, you have tan-

dem galore, brace up and send in your names. Special arrangements with Hazen will be made to insure a fair day.

THE Eclipse lamp, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, \$4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, \$3.00. Send for circulars. W. C. Boak, LeRoy, N. Y., sole United States agent.

IN the scheme for a grand avenue to reach from the State House, Boston, to Chestnut Reservoir, is embodied the idea of having a couple of paths specially for cyclists. To be ten feet wide, and made of asphalt. Bravo, say we, let all Boston cyclists help put that through.

WE are truly sorry to hear of Manager Atkins's continued and serious indisposition. The wishes of all his friends for his speedy recovery will follow him.

ROWE will have to go into winter quarters without putting the mile record below 2.29. We wish the A. C. U. Racing Board would enlighten us and our readers as to what is going to be done by them about accepting the records lately made at Springfield?

LET the good work go on? Philadelphia leads the civilization of the cycling world by going at the road problem hammer and tongs. The question of amateur, promateur, and professional is as chaff, and of no earthly account as compared with the question of roads. The magnitude of the undertaking to do anything of practical benefit is appalling, but the plucky and undaunted Quaker City men are showing us how. Now, Mr. Hayes, give the word, and we will all put our shoulders to the wheel in Massachusetts and give you help. Organization is what we want.

MR. WALTER PHILLIPS, the manager at Rudge's, last week showed us a new adjustable bicycle handle he has patented. It is of the spade variety, and fastens with a split lug to the end of the handle-bar, also working on a swivel bolt sideways, the tightening screw which locks the lug on the handle-bar also securing the bolt in its place. By loosening this screw the handle can be turned right round in any direction and set at any angle and position desired, so that the rider can not only experiment in handle positions, but when he has found the best place for his own particular taste, lock it in that position and keep it there. — *Cyclist*.

KENNEDY CHILD is to become a permanent Bostonian, having accepted a position with the Pope Manufacturing Company. We shall be curious to hear what the English papers say on this move of the Child.

A STRONG effort will be made to revivify the delunct or dormant Yale Bicycle Club. It has often been a wonder to us that cycling has not been more prominent in collegiate sports. A series

of yearly inter-collegiate races would be of great interest.

MYDDLETON'S Enamels, jet black, steel color and transparent; the best on the market. Price seventy-five cents per bottle, including brush. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

THE warning published in the *Cyclist*, in regard to dismounting from safeties, has been widely copied. "A word to the wise." The most serious results have followed the adoption of the backward jump instead of the usual pedal or backbone dismount. Hear what this paper says in regard to the terrible experience of a rider: "Mr. Beales had been riding a Safety of the Kangaroo type, and from this his mode of dismount was all right, but changing to a Rover type of machine, he forgot that it was necessary to dismount in another way, and jumping off backward, with his legs astride, has suffered one of the most horrible accidents that we ever heard of in connection with the sport. He naturally suffered great agony, and even after an operation, it is doubtful if he will survive." In view of the probable general introduction of the Rover type of machines in this country next year, all riders of that type should pin this warning in their hat.

In the *Cyclist*, Mr. Hillier describes the new three-lap track at Brighton, and he gives a diagram of it which shows an irregular square with abrupt turnings. We should imagine fast time impossible, on such a shaped track. Undoubtedly, Springfield track is faster by several seconds than any track they have in England. We also notice they stick to cinder in their construction. We Yankees can give John Bull points on bicycle path building.

Le Veloceman and *Le Veloce Sport*, the two leading cycling papers of France, have joined fortunes and amalgamated. M. Jean de l' Arieste, the editor of *Le Veloce Sport*, will remain at the head of affairs. The new paper is known as *Le Veloce Sport et Veloceman Réunis*, a name a trifle too long to commend itself to the hurrying American.

IN the annual fifty-mile road ride of the Cambridge University Bicycle Club, G. F. C. Searle beat G. Gatehouse by about five yards. These two men rode side by side till within two hundred yards, when Searle spurred and finished as above, in 3.50. Gatehouse rode the last part of the distance suffering agonies from cramp. On stopping, he had to be assisted from his machine.

WHILE some of our record-making wheelmen are announcing their three or four thousand miles for the year with considerable pride, let them think of G. P. Mills. From Jan. 1 to Oct. 9, he has ridden six thousand, one hundred and fifty-seven miles in eighty-two rides, or an average of about seventy-five miles a ride.

House-Boats again.

CYCLING and house-boating are not unlikely to become more intimately connected than they have been if we may judge from the following clipping from the *Boston Herald*:

"A stern wheel velocipede for propelling a house boat was recently tried on the Thames between Marlow and Bourne End, a distance of 2½ miles. It was constructed by Mr. A. Edwards, engineer of 23 Bedford place, W. C., and worked by the owner. The paddle, two feet in diameter, is connected with a gut band to the driving wheel, which is 26 inches in diameter and over 70 pounds in weight. Ordinary bicycle handles, which are connected with the rudder, saddle cranks and treadles, are used. The boat is 3½ feet long and 7 feet beam, and was propelled the distance mentioned in 40 minutes, which is good time. It caused a great deal of astonishment to the oarsman and the inhabitants of other house boats to see such a big thing propelled so easily by one man.—*Invention*."

If some one has not already patented the application of pedal motion to the propulsion of a house boat, now is their chance. But, after all, there is something incongruous in the idea of a house boat with any self-contained means of propulsion, the temptation to keep such a vessel "on the go" seems wholly out of keeping with the *dolce far niente* character of these pleasant floating abodes.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington Street, Boston:—

No. 350,990. Bicycle stand, A. J. Philbrick, Beverly, Mass., assignor to Pope Mfg. Co.

Nos. 350,994, and 350,995. Velocipede Willard G. Rich, Rochester, N. Y. assignor to H. B. Smith Machine Co., of the star type.

No. 351,001. Anti-friction bearing, John K. Starley, Coventry, England. A roller bearing having a series of prolate spheroidal rollers or disks with their axes inclined to the axis of the shaft or axle, and alternate similar rollers oppositely inclined.

No. 351,118. Bicycle, A. K. McMurray, Brooklyn, N. Y., of the crank type.

No. 351,150. Velocipede, Hugh Baines, Toronto, Can., a tricycle, pat'd in England, France, Belgium, Germany, and Italy.

No. 351,293. Velocipede, Hugh Baines, Brooklyn, N. Y., a tricycle.

No. 351,251. Bicycle saddle, Luther S. Copper, Cleveland, O.

No. 351,768. Tricycle, John Henry, Louisville, Ky.

No. 351,771. Ice velocipede, Giles P. Hiler, Grand Haven, Mich.

No. 351,872. Velocipede, H. W. Libbey, Boston, Mass., provided with a carriage body.

No. 351,873. Speed and power gearing C. M. Linley and John Biggs, Southwark, England, pat'd in England and France

No. 351,880. Pedal, Nelson Merrill, New York city, revolves in one direction only.

No. 351,942. Tricycle, W. N. Smith, Bad Axe, Mich.

No. 351,972. Bicycle, J. Gibbons, West Troy, and C. D. Menedy, Albany, N. Y., of the Otto type.

No. 352,076. Tricycle seat, J. C. Zimmerman, Elmira, N. Y., seat and canopy.

No. 352,090. Velocipede, T. Humber, Boston, England, frame of tricycle.

304½ Miles in the 24 Hours.

ALFRED A. McCURDY, mounted on a 48-inch Star light roadster, has been quietly preparing for an attempt to down all previous records for twenty-four hours. Therefore, last Friday, conditions all being favorable, he started from High and Moody streets, Waltham, at precisely nine A. M. Mr. McCurdy says that all his usual bad luck seemed to have left him in this trial, and everything seemed to favor him. The roads were never in better shape, the rain which had fallen during the previous week had put them in prime condition. The teamsters all gave him the best side of the road, and gave him a cheerful send off as he passed. Dr. Jordan had McCurdy in charge, and not a drop or a bit passed the rider's lips other than that which came from the hands of the doctor. Fresh blood was all the sustenance he took during the trip, not one bit of solid food passing his lips. He was allowed to drink water only after taking the blood, but, as he says, the blood so quenched his thirst that he did not have much use for water. Briefly, the result of this treatment and diet was the most satisfactory, to it and to Dr. Jordan's care does McCurdy credit much of his success. The route had been traversed by McCurdy and his pace-makers at least twice before the trial, so that they were familiar with it on the day of the attempt. He was accompanied every inch of the way by one of the following-named men: J. H. Cole paced him 57 miles; R. J. Henderson paced him 85 miles; A. E. Wiswall paced him 108 miles; C. H. Annis paced him 50 miles. On the extra five miles run, most of the above-named men went with him. In addition to this, checkers were placed at Needham, Newton Centre, and Brighton. Messrs. Annis, Henderson, and Wiswall certify to going over the Boston Club course and finding it a trifle over the fifty miles. They also locate the twenty and twenty-five mile points.

Distance.	Time of McCurdy's run.			Best previous record.		
	H.	M.	S.	H.	M.	S.
20 miles.....	1	10	17	1	12	00
25 miles.....	1	27	00	1	32	00
50 miles.....	3	04	00	2	59	50 2-5
100 miles.....	6	28	25	6	01	15
150 miles.....	10	24	30	10	28	52
200 miles.....	14	35	00			
250 miles.....	18	58	00	19	20	50
300 miles.....	23	38	00	23	46	16
302 3-16 miles.....	23	48	50			
304 3-8 miles.....	23	57	45			

Whitaker.

WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 38-pound Road Racing Wheel, and on an exceedingly smooth racing surface—we fail to see we say, why these results demonstrate any superior excellence in a real Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

★ *THE* AMERICAN STAR ★

to-day holds the World's Record on the road above 100 miles to 305 miles, the latter enormous mileage being done within the 24 hours, by **ALFRED A. McCURDY**, near Boston, Nov. 5 and 6. The run was made on a 50-mile surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the times:

Miles.								Hrs.	Min.	Sec.
50	.	.	.	.	.	.	.	3	04	00
100	.	.	.	.	.	.	.	6	28	25
150	.	.	.	.	.	.	.	10	24	30
200	.	.	.	.	.	.	.	14	35	00
250	.	.	.	.	.	.	.	18	58	00
300	.	.	.	.	.	.	.	23	38	00
305	.	.	.	.	.	.	.	23	57	45

The latter magnificent record is about 46 MILES better than the hitherto accepted A. C. U. Record by Munger; about 24 miles better than Hollingsworth's performance, and 18 miles better than McCurdy's own record, neither of which latter two are accepted records, however; and 5 miles better than Whittaker's record made on straightaway sandpapered roads.

If you want the **EASIEST RUNNING ROADSTER** in the World, you must come to us. The **STAR** has Beaten the World on the Road every time it has been competed.

FASTEST { **ON THE ROAD.**
UP THE HILL.
DOWN THE HILL.

Manufacturers of the American Star Bicycle,
SMITHVILLE, NEW JERSEY.

W. W. STALL - - 509 TREMONT ST.

Agent for Boston and Vicinity.

Resting time, 1.41.15; time while riding, 22.16.30. This is McCurdy's fourth attempt, and now he feels happy, and says he is through.

The checkers were stationed as follows: John Burns at Newton Centre, Charles Dowling at Needham, and Thomas Charlton at Brighton. The timekeepers were G. A. Downs, S. C. Blake, and W. H. Blaisdell, of the Waltham Cycle Club, and Mr. Critcherson, of Waltham, the hotel proprietor. Referee, George A. Downs.

The papers will at once be forwarded to the N. C. U. Racing Board for action.

McCurdy speaks in the highest terms of the treatment of all who assisted him, and especially is he indebted to Dr. Jordan, the Southside Hotel people, and his pacemakers.

An Attempt at the Fifty and One Hundred Miles.

WOODSIDE started last Friday, under favorable auspices, to have a go at the fifty and one hundred mile record. The air was warm and the wind light for the first twenty miles; then a strong southwesterly wind sprung up, and made riding fast very hard. It grew stronger, until at the thirty-fifth mile it was found it would be impossible to accomplish the end in view. He managed to place the twenty-three and twenty-four miles world's records to his credit in 1.08.22½ and 1.11.24½. The officers were: Referee and scorer, Howard P. Merrill; judges, A. O. Sinclair, George Taylor; timekeepers, George E. Robinson, Edward F. Pierce, Charles T. Shean; starter, A. E. Pattison.

Official Acceptance of the Whittaker Road Records.

THE following letters from Chairman Rogers to Secretary McGarrett will explain themselves:—

ST. LOUIS, 30 October, 1886.

A. O. McGarrett, Esq., Secretary A. C. U.

Dear Sir,—From the evidence in my possession I am convinced beyond a doubt of the correctness of the road records claimed by S. G. Whittaker, as made by him in Montgomery County, Indiana, 18 and 19 October, 1886, and I have, therefore, this day officially accepted the same, and notified said Whittaker of their acceptance. The records claimed are as follows:—

Miles.	h.	m.	s.
100.....	6	01	15
125.....	8	23	35
150.....	10	28	52
185.....	12	59	50
200.....	15	13	34½
225.....	17	18	06
250.....	19	20	50
275.....	21	37	27
300.....	23	46	16½

Yours very truly,

JOHN S. ROGERS,

Racing Board, A. C. U.

ST. LOUIS, 2 November, 1886

A. O. McGarrett, Esq., Secretary A. C. U.

Dear Sir,—In writing you 30 October I find I omitted to state that I had also accepted as correct the times claimed by Whittaker for his run of 24 September, 1886, viz.:

Miles.	h.	m.	s.
25.....	1	31	00
50.....	2	35	46½
75.....	4	41	30
100.....	6	43	59

The evidence furnished for both runs was entirely satisfactory. He furnished affidavits (sworn) from the surveyor who measured the course, and from the full list of officials, including referee, judges, timers, scorer, starter, and checkers. Mr. Pontious, the referee, assures me that there was no possible chance for a short cut, which was somewhat unnecessary, as from my knowledge of the roads of that section, I was pretty sure of that myself. The absence of the pacemakers required by the rules was the only delinquency, and this was hardly avoidable, as there are no men of Whittaker's class (promateur) in the West. All things in I considered the records reliable, and consequently accepted them.

Yours truly,

JOHN S. ROGERS,

Racing Board, A. C. U.

Jamaica Plain C. C. Road Races.

THIS club held their first road races last Tuesday afternoon, at 3.04.58 the contestants in the ten-mile race were started, and eight men faced Mr. McCausland for the word "go." The starters of W. D. Eldridge and W. Cushing evidently were not "up in the business" as the instant the word was given a collision took place between these two men, causing a fall and disabling the machines. The hot pace cut out by F. C. Wellington, C. A. Underwood, E. C. Chase soon "discouraged" the other men. After a couple of miles or so, Wellington, Underwood and Chase had taken first second and third place and finished that way: F. C. Wellington, 38.55; C. A. Underwood, 39.42; E. C. Chase, 42.30.

The five-mile was started at about 4.15, and the same men faced the music. Again disaster waited on two of the starters, in the shape of a purp. Two falls and no damage was the result. Mr. Cushing with all the ardor of youth rushed to the front, and kept there for about a mile, and then gave way to E. J. Woodworth, who won the race in 20.30; C. A. Underwood came in next, but, as he had taken a prize in the ten-mile race, W. Cushing was awarded second prize.

Messrs. Pope Manufacturing Company, Overman Wheel Company, Read & Son, Stoddard Lovering, gave prizes.

The officials were: Referee, W. Ingalls; clerk of the course, G. T. McCausland; judges, F. E. Fowler and W. E. Moulton. The affair was quite a success.

The treasury of the club will be enriched some \$8 by the non-appearance of sixteen members on the starting line.

Important Action in Regard to Records.

IN order to insure accuracy in cycle records, and preclude even the possibility of error, thus gaining the confidence of the public; we, the undersigned, makers and importers, agree that we will not recognize a claim for road records against time, except where pace makers have gone the entire distance, and checkers have been placed at each point where distance could be cut off. Affidavits from all concerned to be furnished as to the correctness of the records. We believe that this precaution is in the interest of all concerned.

THE OVERMAN WHEEL CO.
THE POPE MANUFACTURING CO.
WILLIAM READ & SONS.
STODDARD, LOVERING & CO.
THE COVENTRY MACHINISTS CO.
per H. W. GASKELL.
W. B. EVERET & CO.

BOSTON, 5 Nov., 1886.

The N. C. U. Suspends.

THE following is the list of men lately suspended by the N. C. U., with the causes of suspension. Under rule 65 (makers' amateurism), F. W. Allard, A. P. Engleheart, R. H. English, J. E. Fenlon, E. Hale, J. Lee, E. Oxborrow; rule 67 (competing with suspended men), F. S. Buckingham, H. Inskip, W. Powell, A. Spiers; rule 73 (competing at a meeting not under N. C. U.), E. S. Adams, W. Broad, T. H. Cuff, J. J. Dence, R. Elliott, C. J. Greenstrut, F. Greenstrut, R. Harvey, F. W. J. Johnson, J. Lawson, H. Masters, C. Page, E. Philpot, J. Pringle, A. E. Rigden, W. Rye, W. Solly, F. Thomas, J. Webber, E. Wood, S. Wright, W. Wright; rule 79 (non-payment of entrance fee), R. V. Asbury, H. Roberts, F. Starr, F. R. Wakely; rule 80 (false information on entry form), H. Hudson, H. H. Samson and H. Taylor.

REV. J. H. WATSON, a prominent clergyman of Hartford, Conn., is a very enthusiastic tricyclist. After having ridden his Columbia two-track for some time, he was asked to write something about cycling, and he rapidly penned the following unique article: "B's for Clerical Bonnets." Brethren beloved! Bicycles befit busy biblical brain-workers; bring bounding, blooming bouyancy; banish biliousness; baffle bronchitis; build bones, biceps, brain; brew bright blood; blow balmy breezes before befogged brains; broaden bigotry; bid burdens begone; benefit bank-accounts; bestir besetting business; brighten barren, bewildering byways. Benevolent bishops believe bicycles beneficial. Brother bipeds! buy bicycles before becoming balky, bald-headed, broken-winded. Be bold! By brief battle bravely bestride best-bearing beast. — *Boston Globe*.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

WANTED.—Foot power engine lathe in exchange for 48-inch American Star bicycle; machine is in good condition. CHAS. GRISWOLD, No. 30 Lincoln avenue, Aurora, Ill.

FOR SALE.—One 1885, 58-inch Expert, full nickelled, D. B. tires, cut some, otherwise good as new, \$80; 52-inch Expert, enamelled, C. H. B., good condition, \$65; 50-inch Standard Columbia, P. B., full nickelled, except rims, excellent condition, \$40; 50-inch Standard Columbia, C. boring, painted, \$20; 52-inch Victor, never used, \$100; handle bars, bells, saddles, springs, etc., see No. 26, Vol. 13, of WORLD. JAS. A. SPEAD, South Newmarket, N. H.

A NEW RUDGE.—A 53-inch latest pattern bicycle for sale; curved bar, spade handles, Columbia double-grip ball pedals; put together especially for the present owner; the easiest running bicycle I have ever tried; I believe it has no superior; has been ridden but a few miles; reason for selling will be explained to purchaser. Address, HENRY W. WILLIAMS, Massachusetts Bicycle Club, 152 Newbury street, Boston.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycles 46-inch, nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

FOR SALE.—One 1886, Pony Star; been run less than 600 miles, is in first-class order, \$100; one 54-inch 1885 Expert Columbia, full nickelled, balls all over, good as new, \$100. FRED BRIGHAM, North Attleboro, Mass.

FOR SALE.—One 54-inch American Rudge; used but little; references given; too small for owner; price \$90. WILLIAM O. TAYLOR, Wellsville, N. Y.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE. RUDGE RACERS. Attention, racing men.

1	53	RUDGE RACER	used twice.....	\$90 00
1	54	"	" three times.....	90 00
1	55	"	" never used.....	90 00
1	57	"	" " " ".....	90 00

Saddle on backbone and all latest improvements. Apply early. STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

FOR SALE.—An Apollo Convertible Tandem, in good order; apply to J. S. McLEAN, 40 Bedford street, Boston, or may be seen at W. B. EVERETT & CO.'S, 6 Berkeley street.

FOR SALE.—A Europa Convertible Sociable, with two speed gear; price, \$130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A 54-inch 'Extraordinary Challenge' (Safety) nearly new; price, \$100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A few Experts, Victors, Ridges and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES.—Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind—May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

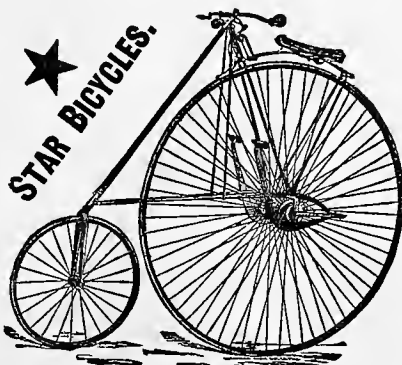
SPECIAL TERMS TO THE TRADE.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and nove ties in sundries, with full particulars of our terms of easy payments—of interest to every actual prospective wheelman.

G. O. W. ROUSE & SON, 9 C ST., PEORIA, ILL



THE

SPRINGFIELD

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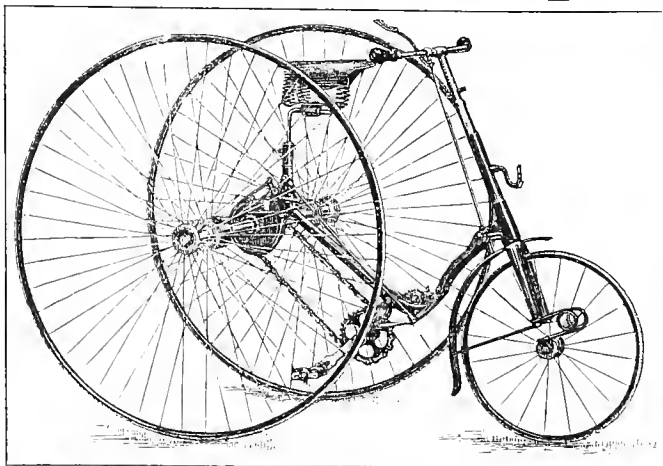
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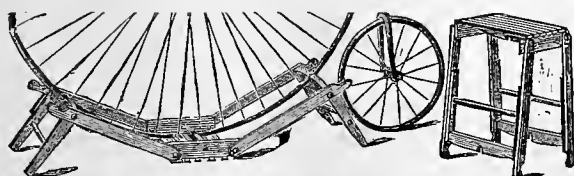
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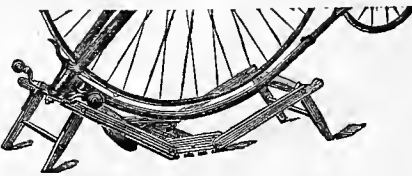
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 19 NOVEMBER, 1886.

NOTICE on page 46 the special offer we make. The BICYCLING WORLD, the New York *Weekly World* one year, and a copy of a Chronological History of the United States for one dollar and ninety-five cents!!

WHITTAKER's claim to the 24-hour record has been protested for not complying with the A. C. U. rules relating to pace-makers.

WE present Mr. Herring's view of how to settle the amateur muddle. We hope our readers will digest carefully. We defer comment for lack of space this week.

IT is rumored that the Pope Manufacturing Company is done with promateurs, and no wonder, since it has lost two of its fastest ones. But we will wait and see what next year will bring forth.

IN answer to our query, as to what the A. C. U. Racing Board is going to do about accepting the records made at Springfield, we are informed that the Racing Board has not been asked to accept them.

ENERGETIC Doctor Kendall has been working to awaken sufficient interest among the tandem riders to make up a field for a Thanksgiving day race, but thus far without success. What's the matter with all the good double teams, are they afraid their machines will break down?

IT is announced that the Ahl brothers have retired from cycling. Both have been very active riders, and Ralph was the first American to cover the mile in less than three minutes.

MR. MCCURDY's record has been accepted by the District Board. We hope, for the honor of American cycling, and the permanency of the A. C. U., that the Massachusetts District Board's ruling will not receive the rude shock accorded the Western Board, and have reversal at the hands of the "Upper Court."

WE clip the following from the *American Wheelman*: "We must at least give the officials credit for honesty, or say good-by to the substantiating of all records, for why should the honesty of Eastern officials be regarded as beyond question, and that of Western men be doubted?" We say "amen" to the above, most heartily, but we take issue with the *Wheelman* in saying that Western officials are looked on askance here while Eastern men are thought to be *sans réproche* in the East. This is not so.

"THE Wheel Board of Trade" is a fact established. It includes all important makers and importers of this country. It will be at once put on a permanent footing.

Records and the A. C. U.

WE have treated the A. C. U. with extreme leniency. Whatever the original reason for its foundation, men and desirable elements soon affiliated with it and its purpose became an honest one. It is now getting old enough to evince some capacity for consistent action, and we feel it incumbent to no longer disregard its obvious defects. As the only organization with distinct jurisdiction over road-racing matters, it must be called to account for its failures to carry out its rules. In the recent Whittaker record-breaking performance, this lively time annihilator was unaccompanied by pace makers, as required by the rules. Notwithstanding this important omission, the District Board accepts the record, and their chairman so notifies the secretary of the A. C. U. at Springfield. The official was satisfied that the record was correct, and we have no desire to dispute the same, but we claim that it should not have been accepted, and that it was beyond the power of the District Board to disregard a rule, as they knowingly did. If it is to be a matter of discretion with different officials whether this rule or that is to be waived, then the whole structure of the A. C. U. becomes as intangible as a bubble; from being able to command respect and confidence, it becomes a laughing stock.

When the letter of the Chairman of the District Racing Board was sent to the A. C. U. headquarters explaining that the rule in regard to pacemakers had been waived, the officials at headquarters took no notice of it, but simply "let it go," and the record was heralded far and near as duly accepted, which was a fact. This was not a mere mistake in judgment, but a deliberate violation of a distinct and positive rule to apply to all alike. The natural result follows. A maker controlling a fast man on record-breaking intent, says what is sauce for the goose is sauce for the gander, and at once applies to the President of the A. C. U., the reply to which is self-explanatory. We omit name of writer for the present.

8 Nov., 1886.

Dear Sir,—In reply to yours of even date "requesting permission to have your racing team make road records without pacemakers," I would respectfully refer you to Rule C, page 12, of the constitution, by-laws, etc., of the American Cyclists' Union, a copy of which I enclose, and trust you will abide by those

rules in any attempt your team may decide to run as being in the best interest of honest records. — Yours truly,

HENRY E. DUCKER,
Pres. A. C. U.

AND Mr. Ducker is *right*. There is the rule, there is the official opinion that the rule be enforced, and yet a District Board is allowed to disregard a rule, and no notice is taken of it. The District Board was wrong in accepting the record. The A. C. U. chiefs at headquarters were remiss in not taking action to correct a mistake they were fully cognizant of. With regard to the fact of Whittaker's having made a *bona fide* record, we have no desire to dispute, nor any data whereby we should feel justified in taking such an extreme stand. We do feel chagrined that the A. C. U. should have placed itself in so ridiculous a light before the cycling world. It is too bad that "the best interest of honest records" had not been conserved, and Mr. Whittaker had not followed the letter of the rule. The record cannot be accepted.

A Chat on the '87 "Mounts."

No sooner does the first flurry of snow herald the non-riding season, than the average cyclist begins to talk about next season's mount. Of course none of the makers have perfected their plans for new machines, or if they have, "mum" is the word with them. But, notwithstanding, every man is entitled to his opinion on what they ought to do, and many profess to know what they will do. For the last year or two it has been the custom to accept the ordinary bicycle as well-nigh perfect. There is not much reason to differ with this common agreement. But notwithstanding this, we believe there is one change which will be made, if not this year, perhaps next. It is in the size of the rear wheel. For a long time we have felt that a large rear wheel on bicycles would be a distinct advantage in roadsters. We remember talking with Mr. C. E. Pratt on this subject, a long time ago. He then expressed a desire to build a bicycle with wheels more nearly approaching each other in size. At that time the rear driving safeties of the Rover type were not an element in the cycle trade as they are to day. With a large rear wheel the ordinary bicycle would, in our opinion, be safer, faster on rough roads, and much more comfortable than the approved patterns of to-day. Will not some enterprising maker give us such a machine, and let the world know whether we are right or wrong. Of course there may be a few minor details changed in the construction of bicycles, but the change we suggest will be the only radical one.

We were much interested in reading in the *Bicycling News* the following: which we clip and commend to such of our readers as may think an absolutely safe machine is preferable to an accident policy.

"We have received so many questions

concerning the "Rover" type safety of late, that we decided to ask our prize-hunters to briefly express their opinions on the advantages of this class of machine. And as nearly every competitor has sent in an opinion, we have gone carefully through each paper and extracted what appeared to us, after protracted trial of this safety, to be the best answers: —

ADVANTAGES.

1. Perfect immunity from headers.
2. Very great brake power.
3. Ease in mounting and dismounting.
4. Great power uphill.
5. On account of its dwarf form it does not offer as great a resistance to head winds as the ordinary bicycle.
6. Less vibration and bumping.
7. Ability to ride where neither ordinary nor tricycle could venture.
8. No skidding in driving up hill.
9. Maximum of speed with minimum of exertion.
10. Comfortable foot-rests.
11. Less splashing from mud and wet.
12. Saddle and handles can be raised at will.

DISADVANTAGES.

Some competitors remark, "I know of no disadvantages."

The following are the objections received: —

1. Mud-guards have a tendency to shake loose and rattle.
2. Somewhat ungainly appearance to those not accustomed to it.
3. Low seat prevents one from seeing about so well.
4. Inability to steer well with both hands off (except in "Ivel" machine).
5. Small amount of space for luggage.
6. Steering not so steady when racing as in ordinary.

These are opinions expressed by our competitors, and are a remarkable testimony as to the good qualities of the rear-driving safety. The fact that only six objections can be found, and these merely temporary ones, says more than any amount of words. Safeties of this type are now made by nearly all the leading manufacturers."

After a somewhat complete test of this pattern safety, we can vouch for the above advantages. As to the disadvantages, they are exceedingly slight ones, and hardly worth considering. The first can be entirely obviated by removing the mud-guard on the rear wheel, which is the only one to rattle, and the fifth objection is not well founded. A good sized mul-tum can be carried over the rear wheel, while on the handle-bar no end of luggage can be strapped.

THE Missouri Club, of St. Louis, are laying pipes for a very frivolous winter, fortnightly sociables, and musicals have been planned, and will be carried out. Swallow-tails will be *en regle*.

Old Country Talk.

I MENTIONED, in your issue of 24 Sept., that a rumor was current that Messrs. Humber & Co. had given Mr. G. P. Coleman a present after the famous records of Gatehouse and Furnivall had been timed by him. I see in *BICYCLING WORLD* of 21 Oct. that Mr. Coleman categorically denies my statement. I am sorry to contradict Mr. Coleman on a point which it may be assumed he should know most about, but I must again repeat that rumor has it, that after the records were accomplished, he expressed his opinion that in the general rejoicings some slight token should be forthcoming to the timer, and that such token was thereupon bestowed upon him. I am not doubting Mr. Coleman's integrity as a timer, but as he disputes my veracity, I am bound to say that I believe the rumor to be well founded, as my information came from a remarkably reliable source. The reason for my not making use of the matter in an English paper, is simply that, Mr. Coleman not being an acquaintance of mine, and I having no ill will towards him, did not wish to raise the question on this side, and reference to my original remarks will show that my allusion was not offensively worded. Had Mr. Coleman been wise, he would never have committed himself to the statement I now broadly contradict.

WHILE upon this subject, I may notice the fluttering of the Coventry dovescotes by my remarks of late. The *Cyclist* gives me record for libels on Lacy Hillier, and is generally much exercised on the subject of "The Bard" and his remarks. The editors of the *BICYCLING WORLD* may be trusted not to throw open their columns to any matter which is not reliable. Those who writhe now under the plain facts which have appeared above my *nom de plume*, felt no compunctions in insulting a whole nation a short while ago, and nothing has ever appeared in this column not strictly in accordance with truth. The high falutin which takes place in one or two cycling quarters is simply bluffing, and is founded on a confidence that those who could break up a saintly reputation will not find it to their interests to do so.

BOXING is to be a great feature of the coming winter season. Not only have several clubs decided on introducing this sport into their private re-unions, but a Cyclist's Boxing Club proper, was opened on 3 Nov., in London, with Charles E. Liles the ex-amateur champion as captain, and E. A. Lloyd ("The Welcher" of *Wheeling* fame) as honorary secretary. At the club room may now be seen the "Cycling celebrity" punching the nose of the "eminent cyclist," the "popular secretary" countering and feinting at the "genial" captain, and many other noble sights peculiar to the pursuits of fisticuffs.

THE Abolition quarrel still waxes warm, and it is more than probable that the meeting of the N. C. U. on 9 December, will be the most exciting in the history of that body. Some evidences of the line of argument to be pursued at the meeting have been given in a speech of Robert Todd's at a late club dinner, when he said that the cry of the Executive was "No abolition" and that if abolition were carried, he would be one of the first to join a new amateur association. You will thus see that the matter is unlikely to be fought out on its merits, but that in all probability the threat of disruption will be used to frighten half-hearted delegates.

I HAVE heard it suggested by a member of the Executive, that possibly the championships of the Union would be thrown open to the "suspends" next year. The idea would of course be to secure "gate," but it is scarcely conceivable that the racing men themselves would be so foolish as to play into the hands of the Executive in that way. Altogether, matters are in a pretty tangle, or what C. W. Nairn, to the great disgust of his colleague, has dubbed "a ghastly hole."

THE cycle trade in England and Scotland has for a long time groaned under an iniquitous system of discounts, and the agents particularly have suffered from the exactions of a certain class of riders. A revolt against the present state of affairs has taken place, and the agents are preparing to make a stand for their rights. The custom is very simple. Brown, the captain of the Whirlers' B. C., enters the office of the agent, and mentions his proud status in the W. B. C. and the probability of other Whirlers following his example if he buys a machine. Then he asks what discount can be allowed to him. The agent offers five per cent, or ten per cent, as the case may be, and Brown retires, to inquire of another agent what he can do, mentioning the discount the first man has offered. Eventually, the Whirler works a twenty per cent commission, and the agent loses his profit. It is really marvellous that the agents have not risen against this system of spoliation sooner, but they seem in earnest at last.

One great fact stands out in face of the splendid records lately made by Rowe and Hendee. We must have them over here next season. Col. Pope should think this over, and send the pair to visit us. International sport, despite the efforts of the National Cyclists' Union, has a tremendous hold upon the sympathies of the ordinary Briton, and I can see in my mind's eye the vast crowds which, regardless of all questions of amateurism and the like, would assemble to view a series of races between Rowe and Hendee of the one part, and Howell and Wood, or Gatehouse and Webber of the other.

THE BARD.

LONDON, 4 Nov. 1886.

An Artist in France.

BALLANCOURT, SEINE-ET-OISE FRANCE.

I WOULD like, before writing anything more about the riding in this vicinity, to give you an idea of how wonderfully well the country is mapped in France: possibly as well in other European countries, but I know nothing of them as yet. The maps we use are published by Hackette et Cie., 79 Boulevard St. Germain, Paris, and are issued by order of the Minister de l'Interieur.

The country is cut up into small squares of about 37 by 30 kilometres, each section being numbered and classified properly, and named by its large town or city. For instance, the map before me is Etampes and its environs, XVI-15. It is about 17 by 13 inches on a scale of one centimetre to the kilometre, or about five eighths inch to the mile, making a convenient pocket size, especially adapted for touring purposes. It is printed on a good thick tough paper, but unfortunately not mounted on cloth: as this is easily done we do not complain, especially when the price is so low, only about ten cents each. Everything is represented in the plainest manner possible. The roads marked in red, and each kind of road indicated in a different way. The trees, every clump, as well as all the woods and forests, in green, railroads in black, rivers in blue, and the river valleys and hills shaded, the altitudes being given in blue figures. The post-offices, telegraph offices, churches, and chateaux are all marked, and the number of inhabitants in each town or hamlet indicated in red figures.

There is scarcely anything more that a bicyclist could possibly desire unless it were to have the hills marked with the grades—the stretches of pavements which are found here and there all through the country—the best inns for "wetting up," and the localities most noted for pretty girls.

Now a word about the French roads which are simply dreams, nothing of the nightmare quality about them either. There are six different kinds in the above maps, and five of them are ridable, in this vicinity, at any rate.

1. Route nationale is the best kept road, and usually runs directly from place to place across the plains; awfully uninteresting, extending for miles straight away, but smooth as a floor. A good road for record breaking.

2. Route Departementale is the same as far as I have been able to discover.

3. Chemin de Grande communication, which one can almost always depend upon is usually more interesting than the direct routes, reminding one of our best New England roads, winding about hills, following along little streams, and descending directly into the valleys. It is a smaller road, and is not usually kept up to the standard of the National route.

4. The Chemin d'interêt commun is often quite good; but

5. The Chemin vicinal ordinaire is pretty bad, in this department, at least, as

its name would seem to indicate. Not like our roads, covered with deep sand or mud, but hard and stony, and rough like a fine pavement.

6. Chemins mraux et particuliers are not usually ridable, and are often old, disused government roads, paved in places with grass growing between the ruts.

Now, with maps like the above, the different roads marked distinctly in red, the style of country, whether level or hilly, represented, and with a knowledge of the different grades of routes, you may imagine that a bicycle tourist in France is about as well pleased with himself and everything around him as any one on the face of the earth.

CLÉ.

The League Badge.

THE appointment of Jo Pennell as foreign tourmaster to the L. A. W., reminds me of a subject I have for some time contemplated writing about. This selfsame Pennell is an artist, at least the press and Jo say so, and I cannot gainsay it, but from the only specimen I have ever owned of his artistic labors, I don't think Joseph was at that time quite as artistic as—well, say Muncasky. Along in December some time, in the year 1880, Pennell and A. S. Parsons were appointed a committee to design a League badge. After two months of artistic

SKETCH-AS-SKETCH-CAN

wrestling with the subject, they presented as the result of their labors, that leaden monstrosity which was at once appropriately called the "ham badge." It was in the form of a wheel, suspended from a handle bar, and in the centre was outlined, as upon an atlas, the United States. Yet we were proud of it, and as a consequence the profit that was derived from their sale, at a dollar for the nicked ones, and two dollars for those plated, was a source of revenue to the L. A. W., highly gratifying in those days of its infancy. On the 26th of May, 1881, the treasurer reported \$190 profit for the four months the badge had been upon the market. From that date to 1 October, the receipts from the badges still further increased, exceeding as an income to the League the revenue from any other source, \$320 being from badges, while only \$258.50 was received from new members during the same space of time. When these badges were issued they were not sold, but a deposit of their prices was required from the member, and any member being expelled or leaving was returned his money upon presenting his badge to the treasurer. When, however, on 6 Oct. 1881, at the quarterly meeting of the board of officers at the Metropolitan Hotel, New York, it was decided to adopt the new

DESIGN OFFERED BY CHAS. H. LAMSON, of Portland, Me., it was found that if the League should take back all its old badges, there would be little if any money remaining in the treasury; hence, Mr. Pratt, who was then president, delivered a legal opinion to the effect that the

L. A. W. could demand the badge by offering the money deposited upon it, but the member could not demand the money by presenting the badge to the treasurer. Amidst the usual wrangle in such cases and on such decisions, the old badge became a thing of the past, and the new one came in with a rush, which seems to have kept up to the present time unabated. My object in the foregoing lot of back-numbered literature was to start at the infancy of the badge question, and follow it to date. It will be seen from the foregoing that under the old regime, with but 1,500 to 2,000 members, with a badge celebrated

ONLY FOR ITS UGLINESS,

that the League still made a clear profit on the affair of over \$500. Compare this with the present. Now we have about 11,000 members, and don't own a badge, say nothing of getting no profit from the one we pay Mr. Lamson for the use of. Think of it! An association of the size of the League using a badge as an emblem which is the patented property of an individual, and who alone reaps any profit from it. Compare this with the C. T. C., or any other organization, and you will find that in every case they own and sell their badges themselves. What right has the L. A. W. to adopt as a badge the property of some one else without first securing it as their own, and by what authority does it thus give over to any one the right to make a profit off of its members? I find no fault with the gentleman himself, but with the Association. A profit much smaller than Mr. Lamson now makes would turn in a revenue to the League of nearly \$1,000 per annum. Now gentlemen of

"THE POWERS THAT BE!"

you have had many schemes offered you to take money from the not over-stocked coffers of the League, and have in many cases kindly listened to them. Now, I propose a novelty, *i.e.*, one that will put a handsome profit annually into your treasury, and I ask for it your kind consideration, believing it worthy of same, as the plan I offer will require no risk, and but little outlay on your part for a large and sure profit. If you do not see your way clear to furnish either the money or to take the risk, I stand ready to supply both of these to you at no cost or risk to you, the entire expense and receipts of the experiment being in your hands and management till proven a success, when you can then continue it yourselves. I have in my possession a set of figures which will demonstrate my claims in the foregoing statements, which are at your disposal should you desire them, and I ask for the League and for myself a careful and immediate consideration of this proposition.

FRANK ALOY EGAN.

CRANSTON, R. I., comes down on sidewalk riding, and proposes to make it warm for those who are caught indulging therein.

St. Louis.

PERCY STONE has returned from Dallas, Texas, where he remained during the progress of the two fairs there. He claims to have had no trouble in finding competitors in spite of his promateur standing. Pools were sold on the races, and Percy, who now avows his intention of turning professional, backed himself to his pecuniary advantage. It is probable now that he will not race with Whittaker this year.

THE reception at the Missouri clubhouse Tuesday is the topic of the hour. Big preparations have been made, and two dollars' monthly subscriptions advanced to insure a continuance of the events. The club is now in first-class shape, and the large membership and small rental, \$75 per month, promises a big surplus shortly. A tricycle shed will be erected for the accommodation of lady members, on the tennis grounds.

NO blame is attached to Whittaker for refusing Ives' challenge. If his claim was straight he has a right to expect Ives to beat his record before preparing for another exhausting trial of speed.

RIDERS on the Manchester road complain that the curve of Solomon's Hill, which could at one time have been coasted hands off, is gradually washing away and becoming dangerous. The flying trip down this hill is the feature of the Manchester ride.

THE Ramblers elected E. N. Sanders secretary, and G. O. Miller treasurer, at their last meeting, and appointed a committee to secure quarters at once.

PERCY WALDEN, of the Missouri Club, last Sunday rode one hundred miles in 10h. 47m., making two trips to Baldwin on the Manchester road, seventy miles, and completing the run in the parks and on the asphalt. BREVITY.

Not Spokeless, Neither is it the Hubless.

Editor Bicycling World:—Allow me to correct a statement made by "Brevity," of St. Louis, in your issue of 12 Nov., concerning my bicycle for both sexes. The recent patent referred to is not on this machine, but on certain improvements in the vertical fork machine, which render it stronger, cleaner, and positively safe. The machine in question was patented early in January, a trial machine built rudely and of cheap material, was tested a few months later, pronounced good and exhibited to a number of friends. Not being suitable for road use it was laid aside, and a Sociable on the same lines begun. This was built in an equally rude manner, but has been tried by a number of persons of different sizes and weights, and pronounced the best thing yet seen for two persons of any size or either sex. Steps are now being taken to have one or more machines built in good shape, and the probabilities are that it will be heard from again. Respectfully,

CHAS. E. DURYEA.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Mr. Herring's plan to solve the Amateur Mix.

Editor Bicycling World:

Dear Sir,—As offering a solution to the present difficulties of the amateur question, I beg to submit the following proposition, viz:—

That the parts of the present definition of an amateur which prohibit his competing with a professional be stricken out, and the rest of the definition be retained.

When I first conceived the above idea, I contemplated writing a somewhat lengthy argument, in which I intend to show, that the part of definition which I propose to strike out, is but a survival of the old theory of amateurism, as exemplified by the "Mechanic and Artisan" clause in the English amateur definition of some years ago, which would doubtless had it not been timely abolished, have mollycoddled the amateur from the face of the earth—I also intended discussing all the objections to the adoption of my plan which might occur to me, and pointing out the advantages to be gained by it. I am probably not the best person to object to my own proposition, therefore I shall await the objections of others which, if based upon reason and brought to my notice, I shall endeavor to answer. Therefore, the only thing remaining for me to do is to point out the advantages to be gained, which I shall endeavor to do as briefly as possible, restricting myself to the most obvious and important.

1. Public interest in cycle races will be much greater. This is obvious, as it has been proven that the more classes we separate riders into, the less interesting the racing; *ergo*, for racing to attain its greatest popularity we must do away with all subdivision. This will enable the promoters of race meets to give more races and better prizes, an advantage to the amateur, the professional, the makers, and the public.

2. This proposition does not abolish the amateur (no proposition can) but places him in the same position as the amateur in cricket, football, lacrosse, baseball, and various other sports where the amateur question does not continually thrust itself forward as a destroyer of harmony, personal liberty, and good sport. The amateur, under the revised definition, gets the credit which he deserves for being an amateur, which is all he wants.

I think, in this connection, it would be well if the custom prevalent in English reports of cricket matches of prefixing "Mr." before the names of amateurs, and omitting the same before that of professionals, were adopted in programmes and reports of cycle races.

3. This would also do away with the temptation which now besets makers'



RUDGE TELEPHONE MAN.

HELLO!

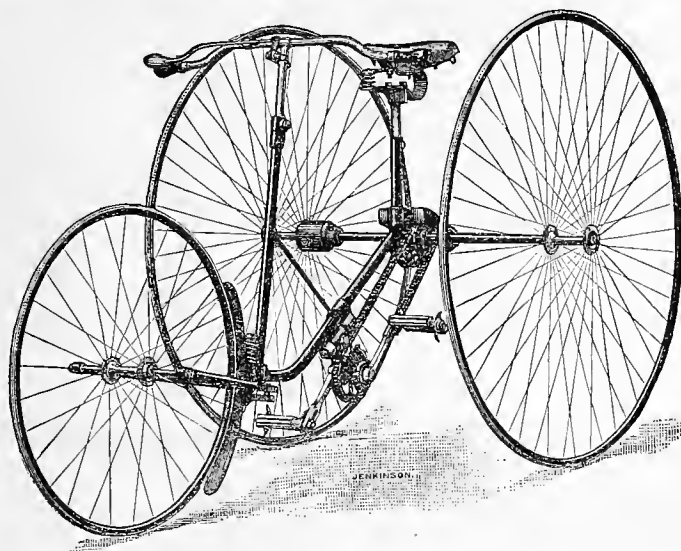
STODDARD, LOVERING & CO. have just informed me that they can at last supply my friends (who have been waiting for the Latest and Best) with those handsome

Crescent Tricycles and Tandems.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

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WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 22-pound Racing Wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

THE AMERICAN CHAMPION

to-day holds every World's Record on the road above 25 miles to 300 miles, the latter enormous mileage being done within the 24 hours, by **STILLMAN G. WHITTAKER**, at Crawfordsville, Ind., Oct. 18, and 19. The run was made on a 50-mile straightaway and surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the Times:

Miles.		Hours.	Min.	Sec.
50	(About 4 min. behind his previous World's Record.)	2	59	50 ² / ₅
100	(25 min. ahead of the World's Record, and over a min. better than Ives's Springfield Track Record.)	6	1	15
150	.	10	28	52
200	.	15	13	30
300	(About 24 min. better than the best World's Track Record.)	23	46	16 ³ / ₅

The latter magnificent record is about 41 MILES better than the hitherto accepted A. C. U. Record by Munger; about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which latter two are accepted records, however.

If you want the **EASIEST RUNNING ROADSTER** in the World, you must come to us.

CORMULLY & JEFFERY

Manufacturers of the American Cycles,
CHICAGO, ILL.

amateurs to set sail under false colors and will, I think, induce them to throw off the mask and become openly what they really are, professionals, as they would gain nothing by dissembling, except a little credit from those who did not know them and would probably lose a good deal of lucre, and to a professional at heart the former would be valueless as compared with the latter.

4. As for there being any degradation in competing with a professional, the idea is absurd. There may be some degradation in being a professional bicycle rider, but I fail to see where he occupies a position to be looked upon more askance than that of any other entertainer of the public. The position, it is true, does not call for very high intellectual abilities, and many of our professionals are not at the top of the social scale, but I opine that they will average quite as high a social test as the majority of our so-called amateurs. No man need treat a competitor in a bicycle race as a companion and an associate unless he chooses, and I think we will find that other things will weigh besides speed on a bicycle when a man makes such a choice. The truest and purest amateur, I think, is the man who is always willing to throw aside all social prejudice when he enters a race, and accept a defeat, if necessary gracefully, even from his own valet. If he wishes special advantages accorded to him on account of his wealth or family, beyond what these give him, anyway, then he is not an amateur, but a hog. Under this definition clubs may still give events "open to amateurs only," and those ultra-exclusives who cannot debase themselves by riding against a "common professional fellow, you know," may still have the opportunity afforded them of disporting their manly forms before their lady friends.

I will add that in case of an amateur competing where money prizes were offered, he should, under penalty of losing his status, be required to show to the satisfaction of the L. A. W. Racing Board, or the N. C. U. Executive:

1. That he communicated his intention of competing as an amateur to the proper authority before the race. The proper authority would be, I presume in the case of the L. A. W., the chairman of the Racing Board; and the case of the N. C. U., the secretary of the same.

2. That he did not receive the money offered as a prize, and that he did not receive a trophy of greater value than might be fixed as the limit of value for amateur prizes. I will now close by saying that I intend sending a copy of this letter to every cycling paper known to me in this country and England, and requesting that you, whether you find space to publish it or not, will at least express your approval or disapproval of the proposition propounded, and if the latter, the reasons for the same. Yours fraternally,

W. C. HERRING,

Ixion B. C., L. A. W. and C. T. C.

NOTICE our premium offer on page 46.

Which is the Best?

Editor Bicycling World: I should like your opinion, as well as others if possible, upon the merits for a roadster of the direct, tangent, or laced spoke. At present my experience from actual tests makes me lean towards the laced spoke now used on the light roadster, but what may be my experience may not be another's.

ROADRIDER.

[We sincerely hope that riders who have opinions and experience to present will freely use the columns of this paper on this question, and any other practical matters of value to cyclists. — ED.]

Mr. Burt replies to the Idler.

Editor Bicycling World: — It is something very unusual and in fact very distasteful for me to take any public notice of what I may happen to see in print, but I feel that in justice to myself I ought to take some notice of the remarks made by "The Idler" in your issue of the 5th. He speaks of my resigning as chairman of the Eastern Racing District, because I was unwilling to investigate the case against Mr. Corey, and declare him a promateur. We investigated the case very thoroughly and if there had been sufficient grounds Mr. Corey would have been declared at once and without "any flourish of trumpets." I think I have been over the A. C. U. rules as carefully as any one could, and I cannot find anything there that would justify us in declaring Mr. Corey a prom. He was not riding for a record, as he had not complied with the A. C. U. rules, and no record under the circumstances could have been allowed; he was not riding for money, or for a prize, and, from any point at which Mr. Dean and myself viewed the case, we could see nothing but a private ride with Mr. Huntley, and if that makes him a prom., there must be more promateurs in the country than there are amateurs. He was doubtless breaking the spirit of the rules, but, so far as I have been able to observe, there are but few who do not. I have had myself some very pleasant rides with professionals and, consequently must be (according to those who wish Corey declared) a member of that dreaded crowd; and when I think of the number of good League members who must be declared promateurs, from having ridden in company with your humble servant, I am indeed aghast and tremble at the result. Is there no way in which we can be saved and the amateur ("the pure in heart") protected?

Yours truly,

GEO. H. BURT.

Mr. Dean to the Idler.

Editor Bicycling World: — In your last issue "The Idler" refers to the A. C. U. Eastern District Racing Board's failure to declare Harry Corey a "professional" (promateur?) By implication he accuses the board of neglect of duty, and timidity, I wish to say as a member of the board that Mr. Corey's case was investigated and the board

came to the unanimous conclusion that there was no evidence which warranted any action. The question which the board considered, and which was the only one raised, was whether or not the riding of an amateur with a promateur on a tandem, and having the pace set by a promateur, during a private attempt to lower a road record, was an infringement of clause "A" of Sec. 7 of Article V. of the A. C. U. rules.

The rule is that an amateur becomes a promateur by ("A"). Receiving expenses or other remuneration for riding the cycle or for engaging in any other recognized athletic exercise, or competing with or pace-making for, or having the pace made by a promateur in public or private for a prize or gate money." The facts as they appeared to the board, were, that Mr. Corey, an amateur, rode on a tandem tricycle with Mr. Huntley, a promateur, and had the pace made for them by a promateur, in a private attempt to make a record for the tandem. The riding was on the road, and there was no evidence that there was a prize depending on the result. The board therefore decided that as there was no "prize or gate money," the rule was not infringed, and "no case" was reported.

J. S. DEAN.

Where's the Justice.

Editor Bicycling World: — When a racing man develops good speed, he finds that he can make a little money out of nature's gifts, and like a sensible person does so. He thereby renders himself liable to expulsion from the League, from the racing path as an amateur, and every attempt is made to make a cycling outcast of him. He makes money out of riding a cycle, and certain good creatures raise up their hands in holy horror, and punish him. He has broken the amateur rule. Other men, and there are many of them, get a little fame as cycling celebrities. They always get discounts on machines, perhaps have them given to them. If a trade is not squarely made there is an understanding that the "leading amateur" will puff the machine among his friends. But these men are allowed to go unpunished, and in many cases, even privileged to legislate against the cyclist who rides for the benefit of some maker. Where is the justice of this. Again, an amateur, a member and officer of the League, devotes his time managing for hire a team of racing men, and is allowed to pose as a "pure young thing." A racing man hired by the same dealer as the "manager," to ride his wheel, also receives some remuneration as a trainer, and he is thereby regarded as worse than his fellow team-men, and forced into another class. Where is the justice here? We find a man who has devoted a large part of his time to "purifying the sport" playing the part of a detective in his efforts to secure evidence against amateurs. He is permitted, with other officials, to expel men from an organization, and force them into a distinct class, because they receive

money, machines, or gifts for riding; at the same time he is, and has been, for years, making his entire living out of cycling, and has machines loaned him to ride, in return for which he puffs them in a paper he writes for. He is also interested financially in the success of a particular machine, and uses his name to push its sale. Where is the justice? Will some one answer?

AN AMATEUR.

A Cyclist Wins a Suit.

It may be remembered last summer that we related how A. H. Scattergood of Albany, was assaulted by John Leddings and severely lashed for the only reason that he was riding a cycle, and because his horse had become restive some distance back on the boulevard on meeting some of Mr. Scattergood's comrades. This gentleman was of the opinion that the position of this Leddings was not well taken, and so at once proceeded to place the matter in the hands of a lawyer. After some delay this human specimen of swine was captured and made to face the music. Defence: "general denial," which showed this party not only to be a brute but an enemy to truth. Well, this case has dragged along until now we have the satisfaction of reporting that Mr. John Leddings saw the wisdom of doing as Davy Crockett's coon did, and "came down" to the tune of \$300 and costs. We congratulate Mr. Scattergood, and would suggest to others of the Liddings kidney, that lashing a cyclist is not a proper or a prying pastime.

Morgan at Minneapolis.

THE forty-eight hour bicycle race came to an end last Saturday, and resulted in W. J. Morgan covering seven hundred and forty miles in that time. This goes ahead of records about one hundred and fifty miles. A. Schock was second but about fifty miles behind. Morgan broke Prince's one hundred-mile record by twelve minutes, covering this distance in 1.12.42½. Friends of Eck will be sorry to learn that he broke his arm by a fall during the race.

THEY are all going to have one. The Coventry Manufacturing Company will get out a safety of the Rover style. It will be named the Swift. We do not believe there will be a single manufacturer or importer but what will get out one of these popular forms of bicycle.

A HITCH in not being able to secure Agricultural Hall, London, for the time being, may prevent our contingent of professionals from visiting England for a few months. This building is the best adapted for cycle races of any in that country.

IT is stated as a fact that Mr. Hicks of the *Post-Despatch*, St. Louis, has not had on long trousers since May, 1885, and a member of the Ramblers Club of same city made all his calls clothed in shorts.

All Sorts and Clippings.

A MAN may gamble and may win a roll,
A noble, sail a yacht for money stake;
A swell may ride his own horse to the pole,
And pocket any purse that he may take.

But what a holy horror fills the soul,
If the poor cyclist follows in his wake?
But then, you see, a noble lord's above suspicion,
And swell's gentility is marked with more precision.

American Wheelman.

THE Newton Club call a run, Thanksgiving. Starting from Eliot Block at 9.30, will return before noon, in time for turkey.

Outing makes an offer of one full set of their bound volumes for any one who will guess the correct date of Thomas Stevens arrival at Yokohama. Send in your guesses.

Wheeling topped all the other English cycling papers in getting a cablegram announcing Rowe's twenty-two mile record.

CHIEF CONSUL ROGERS is a *practical* cycle man. He put in on election day in St. Louis, working for the road bill which Mr. Rogers expects to bring before the next Missouri legislature.

WHITTAKER has been back to his old stamping ground, at Crawfordsville, and has put the twenty miles behind him in 59.35½.

SUCH a thing as Tom Stevens accepting a position on the staff of *Outing*, is one of the possibilities as soon as he gets back to Yankee land.

"POOR George Weber lies beneath the sod," and a grand good man he was; yet, with all respect for the memory of Weber, we think Frazier will show the fastest riding yet done on the Star.

THE West speaks up for Charles G. Huntington, as next president of the League for '87 '88. With Messrs. Huntington, Bidwell, Terry, and Gulick in the field, we cannot go far wrong.

The November number of *The American Wheelman* is at hand, and sustains its reputation for brightness, newness and sense. Send for sample copy, 113 No. 8th street, St. Louis, Mo. Look out for the stories they will publish.

MYDDLETON'S Enamels, jet black, steel color and transparent; the best on the market. Price seventy-five cents per bottle, including brush. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

SEVERAL members of the Wakefield Bi. Club were returning from a run through Stoneham, the other day, and one of the riders (who, by the way, is one of the oldest members of the club) was having a pretty hard struggle to climb the long hill which leads to Wakefield, he was bending over his handle-bar and working for all he was worth when he heard the following encouraging words coming from one of four ladies who were

in a carriage behind him, "Go it little boy." "You'll get there;" "Keep it agoing." After they had reached the top of the hill the team passed the "little boy," and one of the ladies turned and seeing that he had a heavy moustache, she exclaimed, "Oh, my lord, it's a man; ain't it." They are probably now convinced that a rear view is sometimes deceiving.

THERE was a time when we believed in knee breeches as a universal dress. We are weaned from the notion now, and confess we don't like to see them off the cycle. The truth is, the leg of the average cyclist is *not* symmetrical, but on the contrary the average leg needs the charitable covering of long trousers.

WE expect to see the next *Star Advocate* bubble over with enthusiasm at McCurdy's twenty-four hour record. Our good friend Corson will just fling himself. Surely, it is, that all *Star* advocates have cause to feel "sot up."

THE turf in England, a collateral sport to cycling, loses one of the most successful members and followers, in the person of Fred Archer, the most wonderful jockey the world ever saw. He committed suicide for no tangible reason. The strain on his system caused by training to keep down weight is supposed to have temporarily affected his mind. He died worth a great many hundreds of thousands of dollars in real and personal estate.

The *Springfield Union* man is looking for new worlds to conquer since the record season has past. A correspondent to that paper is writing a series of letters giving information as to where to ride from Springfield. The articles are well written and smack of the racy flavor of descriptive travel rather than the dry taste of unvarnished facts.

IN our issue of 5 Nov., we quoted the *Sporting and Theatrical Journal* as saying that Mr. Knapp, remarked "Rowe and Hendee now probably envy the man who refused to sell his liberty." Mr. Knapp stoutly denies ever having said or written any such thing. It gives us pleasure to deny the allegation. Mr. Knapp avows his intention of permanently retiring from the path as his bicycle business in Denver will take all his time.

THE Kansas division of the L. A. W., have elected Mr. C. C. Candee their secretary and treasurer. This gentleman candidly admits things have been allowed to run too easily in his section and he proposes to stir them up with a long pole next season.

THERE exist four individuals in the employ of W. B. Everett & Co., who think they can knock the spots of any other four men in the employ of any one cycle firm of Boston, in shooting. One of these men had the temerity to claim that *twelve* out of a possible *ten* bull's eyes was a frequent occurrence with him. On learning this, we at once sought the principal of the firm and urged him to put this phenomenon on the road record

breaking. He would be able to get seventy minutes out of a possible sixty in every hour. He is invaluable to some one.

WANTED. I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. Boak, Le Roy, N. Y.

So common have assaults on cyclists become in England, that boxing clubs are to be a popular winter amusement with wheelmen. Then when spring comes and the cycle is once more available, the brawny rider will be in condition to give the "Arry," and the rough "one for his nob" if they attempt any funny business.

"WELL we do remember six years ago forming one of fifteen unfortunate members of the Lombard Bicycle Club who marched over the Godalming cobble-stones pushing their machines while at their head strode a rare good fellow, yclept Godfrey M. L. Kelham, who blew a bugle all the way (and it was Easter Sunday), while another buglemaniac, well-known on the Ripley Road in those days, "Ghost" Woollett to wit, skirled through a battered cavalry bugle in the rear. We still blush when we think of it. But the incident was a typical one of the absurdity once rampant, and scarcely dead yet, of making club runs formal processions and dismal peripatetic attempts upon the unwilling admiration of the public." The above was taken from *Wheeling*. It is a fact that tomfoolery of this kind has been less of a feature of cycling in this country than England. A few back country clubs affected gold lace, but the bugle nuisance has played a very small part in our history. As for "formal" club runs, thank heavens we know them no more.

Messrs. Rudge & Co. have just received from their agent in Sydney, N. S. W., a list of over forty races won in the season in the colony, from March to September, on machines of their make, the list including the intercolonial one hundred guinea trophy, Sydney B. C. championship, Suburban B. C. championship, inter-colonial scratch race, Redfern B. C. championship, tricycle championship of N. S. W., and the professional championship of Australia. A good list truly.

Two prominent cyclists, Mr. C. A. Starbuck, of New York, and H. W. Boyer, of Watertown, N. Y., favored us with a call last week. The condition of the roads prevented these gentlemen sampling the sand-papery surface of the Boston highways.

FOR monumental idiocy commend us the following story, told by the *Cyclist*: A Mr. W. A. Bedow made a wager with Mr. J. Dunbar Steen, that the latter could not ride a certain distance in a certain time. Mr. Steen did not cover the distance as wagered, and "so lost, I believe, £1, and, what is very much more important, his amateur status, too." Just think of this, then call to mind some pure

amateur who is getting expenses and discounts in a quiet way, and then think of the glorious application of the amateur rule, which some "purists" are shouting so loudly to uphold. It is laughable.

MR. F. HACKSTACK, of St. Louis, who has been in our vicinity lately, remarked on the politeness of our local riders in saluting one another on the road as compared with the boorish way of the Westerners, who "never speak as they pass by."

CON DWYER, the Australian flyer, met with a disaster, while training. His machine ran over a cork while he was going at a high rate of speed. He fell and broke the shoulder-cap. This is not the first instance of man falling and getting hurt who would persist in fooling with corks.

WANTED. The name and address of every bicycle dealer or agent in the United States. W. C. Boak, Le Roy, N. Y.

IN the match for £200 and the championship of Australia, between J. Rolfe and F. S. Rollinson, the American, the former, riding a "Rudge" racer, won easily, winning the first two out of three races, and the third was not run off.

ALL England is aroused, and once again the British Lion is making faces and growling away at our poor little fowl. This time the "scandalous" treatment Wood and James received at the hands of the Springfield Club is causing the English press to scold and sputter in a truly alarming way. What bosh this all is! Wood and Neilson loafed round the track, a mile in the "scandalous" time of over four minutes, and were very promptly fined ten dollars each, under the rules. In the final heat Wood and Rowe were fined for loafing. Why do not Neilson and Rowe whine and complain and make themselves generally ridiculous? Mr. Wood has always had the esteem and regard of all Americans for his sportsmanlike ways, but this howl about a paltry twenty dollars is sickening. Especially has it this, a nauseating effect, as we remember a short conversation we had with Mr. Wood on the Lynn track, when we asked him why he drew out of a certain race when he had a good chance for second money. His reply was a slur on the Yankee character for its money-loving traits, he "wasn't going to kill himself for the sake of a fifty-dollar note." This lofty disregard for filthy lucre would lead one to believe that the matter of a twenty-dollar fine fairly imposed, would have been a mere trifle to Mr. Wood. The fines were not confined to the Englishmen by any means. Mr. Wood slipped over to America expecting to find a "quiet corner," but he found some other fellows here, and he was badly beaten. True it is, that he was not in best form, but he was bitterly disappointed that the lion's share did not fall to his lot, as expected; hence, we imagine, the real cause of his wail.

"RECEIVED the 'History of the United States' and am much pleased with it. It excels anything of the kind I ever saw. It is very valuable as a book of reference. I have works on the same subject for which I gave three dollars, but would not exchange your gift for the larger and less useful volume. Too much cannot be said of the *World's 'History'*. It is a splendid premium of a splendid paper."

WE are sorry to notice "A Pencil," in the *Bulletin* makes rather uncalled for slurs on the New York Bi. Club. This club occupies a proud and prominent position in the cycling world and we regret very much to see such animus displayed on the part of the "Pencil."

Bicycling News rather disobligingly refuses to abolish the amateur rule to please us. Well, this is not the first time we have been refused a favor. The theory of the amateur rule is fine, but does our worthy contemporary over the water, pretend to say they believe that if the truth could be got at one half of our "prominent amateurs" would really prove to be "pure according to rule?" It is that which galls us, the appearing to be that which they are not. We don't care how the remedy is reached. The only thing we do insist on is the thing is a farce, as it now stands; nay, worse, it is a humbug, and people are gradually awakening to the fact.

THE Nonantums, of Newtonville, propose to turn the tables, and in the course of a mock trial, will show that horses have no right to be allowed on the highways, and especially on the Public Square, this part of the city being "an exclusive" for cyclists. This live club are to give six sociables, the first of which was enjoyed last Wednesday evening at Cycle Hall, Newtonville.

Recreation wants to know if there are any promateurs in this country? We should say, yes; heaps of them. They almost all have a rich friend to borrow from, à la Furnivall-Gatchouse.

THEY are accusing "Pendragon," of London *Reverie*, with the crime of coining the word "promateur." His desire to designate L. E. Myers in such a way as to indicate he was neither an amateur or a professional, prompted him to strike a happy medium, and so ingeniously did it thusly.

"I FOUND time to look up the Western amateur champion, Norton H. Van Sicklen, who has distinguished himself the past season, by winning the much-talked of Pope cup for the third time, which makes it now his absolute property. Van Sicklen is a genial fellow — rather inclined to over-estimate his own abilities as a rider without giving due credit to an opponent. A pen picture of him is as follows: Five feet eleven inches in height, weight one hundred and seventy pounds, auburn hair, wears glasses, and is of a quick, nervous temperament. In my mind, Van is to-day the fastest amateur

—mind, amateur—in America, and a month's good training at Lynn would enable him to sweep the amateur prizes before him next year. It is more than likely that Van Sicklen will be handled properly next year, and he should prove a good one."—*W. J. Morgan, in Lynn Bee.*

THE Eclipse lamp, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, \$4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, \$3.00. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

THE Victor team had to come home without the satisfaction of doing anything at Crawfordsville. The unpleasant weather, and the fact that the authorities had been laying a good part of the road with new gravel, prevented the attempt to make records, while Mr. Whittaker's repeated refusal to ride over the roads in the condition they are, in competition, thwarted them in this direction.

THE Hon. Ion Keith-Falconer, one of England's most prominent amateur cyclists, is about to depart for China to engage in missionary work. This gentleman has for five years occupied the chair as president of one of the most conservative of organizations, the London Bi. Club.

WASHINGTON street will not appear natural after the Pope Manufacturing

Company remove away from 597. However, enlargement in the way of accommodation was found to be imperative, and so the firm have leased the entire building on the corner of Arch and Franklin streets, and will remove there about the first of the year.

THE East Hartford Wheel Club lately elected officers as follows: J. D. Candee, president; H. H. Smith, vice-president; J. J. Grace, secretary; William H. Rhodes, financial secretary; L. A. Tracy, treasurer; William Harding, captain; E. A. DeBlois, first lieutenant; H. H. Chapman, second lieutenant; George Pratt, color bearer. Mr. Charles G. Lincoln was chosen president on the first ballot, but declined to serve a second term. The club committee is L. A. Tracy, R. P. Judson, F. E. Eaton, H. H. Chapman, Charles Gorman.

Bicycling News cartoon of 6 November, illustrates "the development of the cycle," and shows the old wooden wheel bicycle and Parisian tricycle, with wooden wheels also. The era of these types is 1866. Then comes the spider wheel of 1876, and improved form, and lastly, the very latest type is shown as being the product of 1886. Have we been on the wrong track for twenty years and must we look for a retracing of false steps made, until in 1906 we shall find the perfect machine as having wooden wheels? We can scarcely think it.

THE Boscobels, of Lynn, gave an

entertainment and dance at the Coliseum, in that city, last Friday evening. Obstacle and sack races, exhibition by athletes on the tight rope, and lifting weights. John McManus, of Lynn, on skates vs. W. Lloyd, of Peabody, ran a three-miles handicap race. McManus had three laps handicap to his credit, but he lost the race. Soon after ten o'clock, Perkins band struck up the grand march, and over seventy couples marched out on to the floor, headed by P. J. McCarty and lady. Dancing was kept up till the morning hours stole on apace.

WE were strolling down Tremont street the other day and saw two "eminent cyclists" in close confab, one of them had an incredulous look on his face, and the other was "laying it down." We stopped, saluted, and were told by the earnest man that 2.10 for the mile had been done on the Lynn track!! The incredulous look was accounted for. We were unable to elicit who did it, or what machine was ridden. At present it was a mystery, but wait, "the cold facts would be served to the world all in good time." We went on our way meekly, saying nothing.

MR. DEAN would like to say that he was not appointed chairman of the Boston Club new cycleries committee, as reported. Not much! he says, one experience is enough for him.

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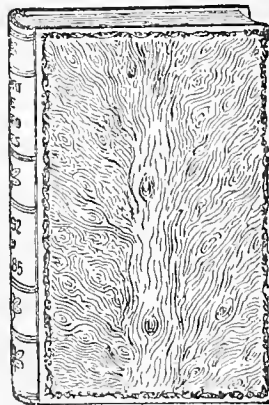
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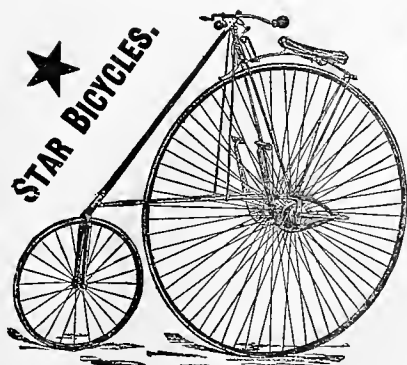
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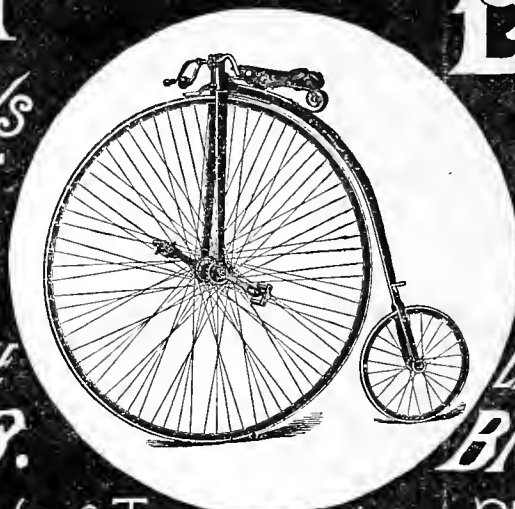
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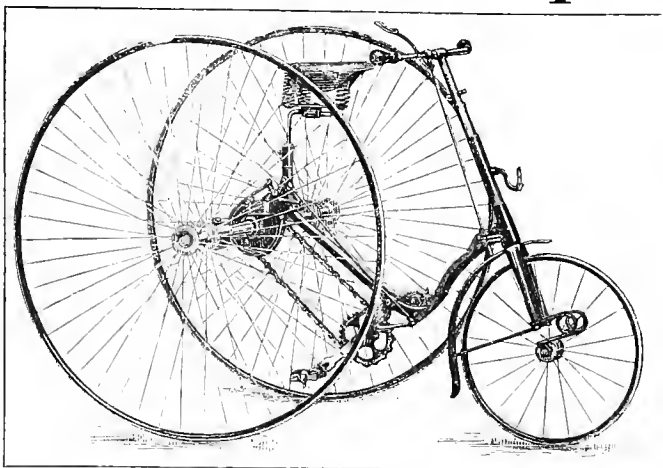
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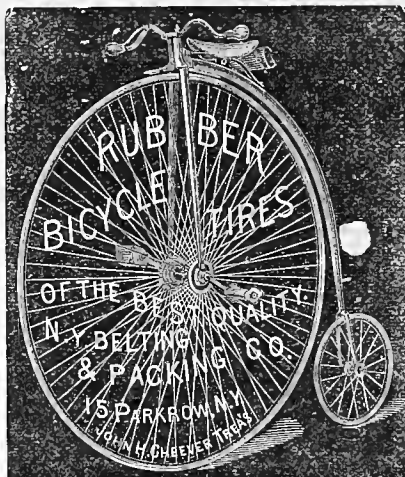
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BOSTON, 26 NOVEMBER, 1886.

YE editors and the printer have to keep
 the annual holiday, and eat turkey like
 other human beings, hence it was found
 necessary to issue our paper one day
 earlier than usual.

THE WORLD'S premium of the New
 York Weekly and the History of the
 United States seems to hit them, judging
 from the way the orders are coming in.

IT behooves the L. A. W. and the A. C.
 U. to go over the ground lately traversed
 by Percy Stone, and see who those parties
 are that have been racing with him
 and then act accordingly.

REFERENCE to another page will show
 that Rowe is willing to race Howell, and
 that Howell is anxious to have a go at
 Rowe. Dave Stanton also seems to
 think that Rowe is not too big a man for
 him to tackle. Out of all this we hope a
 meeting of these men can be arranged.

THE amateur rule may live, but if it
 does it will be because it is *enforced*.
 Under these circumstances we wish
 it long life also; but a vital rule like
 this, not enforced, becomes ten times
 worse than useless. That is where our
 plaint comes in.

WE wonder if he of School street will
 reproduce the table of comparison we
 print this week? We have not the least
 hesitancy in saying he will, as he seems
 fond of statistics.

ADDRESSING a body of business men at
 Bridgeport the other day, P. T. Barnum
 said "You do not, any of you, advertise
 enough. You ought to use printer's ink
 every day. You are asleep and want your
 business to run itself. Standing adver-
 tisements in a paper command confidence.
 The man who for a year lives in one com-
 munity and leads a reputable life, even
 though he be of moderate ability, will
 grow in the confidence and esteem of his
 fellows. On the same principle, a news-
 paper advertisement becomes familiar in
 the eyes of the reader. It may seldom be
 read, still it makes the name and business
 of the man familiar, and its presence in
 the columns of a paper inspires confidence
 in the stability of its enterprise." And
 Barnum ought to know. We commend
 the above to all who think winter adver-
 tising does not pay.

C-R-R-USHED! We *knew* we should be
 smashed with one fell swoop! Lacy Hil-
 lier, Esq. (champion for all distance, etc.,
 etc., for 1881), from his lofty perch hath
 said it and we bow. We have sadly
 "fallen from high estate of late." So the
 fiat goes forth, and we "take a tumble"
 (pardon the slang). But had not Lacy
 Hillier, Esq., (champion, etc., etc.) better
 look for a soft spot to drop himself? No
 doubt, "Faed," Griffin, the Ripley Road

Club have also fallen, eh, Lacy! With
 an apology for using a homely simile,
 what is it they say about rats and a
 sinking ship, eh, L. H. Esq.?

Now that we can sit in our chair and
 look on the season of 1886 in retrospect,
 and the opening of the 1887, in anticipa-
 tion of what is in store for us in the way
 of machines, rows and new organizations.
 We shall have time to give to the discus-
 sion of the practical side of cycling, the
 fair criticism of any of the types of ma-
 chines. Then, we urge our readers, our
 writers, and our officials, one and all, to
 bring their minds to bear on this Amateur
 question, so that by the time the swal-
 lows nest again we shall all see the way
 clear to a happy and harmonious fruition
 of the coming season's work. When we
 look back on the tumult and disturbances
 that have convulsed the cycling world dur-
 ing the past season, we find fresh cause
 for thanksgiving in that we have escaped
 the sad fate of the Kilkenny cats.

AN arctic wave struck our office the
 other day, and played Hob with us. The
 mucilage froze and the shears refused to
 work, thus compelling us to actually *write*
 something for the paper. Our source of
 comfort, the beer in the can, thickened up
 and so we had to eat it. When our cir-
 culation positively threatened to strike
 and quit working, we accelerated same
 by tackling one of our E. C. (of S—l St).
 jokes. (?) The effort to get at the pith
 of these alleged witticisms soon caused
 the blood to quicken and the perspiration
 to exude. Now we know ye worthy
 editor, who is supposed to be guilty of
 these jokelets, will never allow the op-
 portunity to pass of being able to allude
 to our stupidity and thickheadedness.

LACY HILLIER gives "an opinion off-
 hand" that the records lately claimed at
 Springfield are not genuine. We did not
 suppose Mr. Hillier would give any other
 kind of opinion either on or off-hand. To
 be accused of deficiency in honor, truth-
 fulness, and decency by one who is a
 stranger to the above-named nouns passes
 for naught, and so let it pass.

THE active and the associate factions
 of the Boston Club each think they have
 materials for a good polo team, and con-
 sequently an effort is being made to bring
 the rivals together in actual test of their
 prowess at an early date.

Thanksgiving.

JUST at this time of year, the average editor tells us that "Thanksgiving is upon us," and did we not know that it is, on the whole, a pretty good thing, we would expect some dire disaster, with an ironical tittle, was about to descend upon an unhappy world. This is the time when all good Yankees are expected to test their gastronomic powers to the utmost, and come off the victor in conflict with "turkey and fixins" and the countless dyspeptic-breeding goodies which form the correct complement of a real Thanksgiving dinner. Although we have not much to give thanks for, we can wish our readers a very happy day and a successful struggle with a badly digested dinner. We have a few things that cause us to feel sort of comfortable like. Here is the *Wheel World* saying that the BICYCLING WORLD is one of the best, if not *the* best, American paper to reach its sanctum, and so we thank the *W. W.* Have not our advertisers been very liberal and kind to us, and who are we that we should not thank them for what they have done, and humbly cry for more? An air of extreme contentment is felt that Karl Kron has not asked us to say anything about his book, and "Juvenis," the concoctor of "Wheely lyrics," likewise has not honored this office with any of his late effusions. Corey has returned from England with his batch of "remniscences," and the *Boston Herald* has had no item about the taking "Dr. Kendall and his dog Bess." Are not all these things enough to cause us to raise our voice in pæans of gladness this twenty-fifth day of November, A.D. 1886? But there, that is enough about ourselves, for there are others who have reason to feel grateful, and will be glad of this opportunity to tell the readers of the *WORLD* what they are thankful for.

COL. POPE is glad that he and Overman agreed on a settlement of their patent rights. He thinks he would have knocked the Napoleonic maker out, but one round was quite enough.

GEN. OVERMAN is also congratulating himself on the consummation of the "Springfield treaty," but he would have liked to have been sole boss, instead of dividing the business.

DISTRICT CHAIRMAN ROGERS is not thanking any one, but is kicking himself because he did not follow the rules in deciding the Whittaker record.

THIS same Whittaker is thankful that it is so late that no one will lower his twenty mile road record this year.

DUCKER will be thankful when some one jumps on him, so he can holler and threaten all sorts of legal proceedings against the offender.

SECRETARY AARON is thankful because he has discovered that the *Bulletin* contains more A.B.C.'s than the *WORLD*.

MR. D. H. RENTON is thankful because—well, we really cannot state just what Mr. R. is grateful for.

DR. BECKWITH will thank any one who can tell him where there is a place where Duckers are not rampant, and where Rentons do not stalk at large, and the libel law is unknown.

CERTAIN pure amateurs are very thankful that they have skinned through the past season without being placed where they belong.

THE Racing Board of the L. A. W. are just overflowing and jubilant with thanksgiving because the attention of the cycling public has been diverted from their direction to that of the A. C. U.

THE professionals are thankful because Rowe and Hendee did not join the band before the season closed.

So it can be seen that every one has something to be thankful for. What your particular cause for rejoicing may be we know not, but it must be a very unfortunate or a very ungrateful being who cannot give thanks for some special Providence. If nothing more, the reader of these lines can lift up his voice in thanksgiving that we have seen fit to bring this article to a close.

We Are Willing to Compare.

THE *Cycle* very foolishly reproduces a table of comparison of the size of cycling papers published, and the amount of reading matter in same. We won't enter into a discussion as to the relative merits of the *WORLD* and the *Cycle*, we are content to let the papers rest on their respective merits, but we want to give a few cold statistics for that honest editor to digest with his Thanksgiving turkey. The figures given are for all issues of each paper from 2 April to 12 Nov., inclusive:—

Paper.	Price.	No. Pages Reading.
<i>WORLD</i> .	1.00.	277.
<i>Cycle</i> .	1.50.	241.

The above figures are page for page, but it should be remembered that a large number of pages of the *WORLD* have been in nonpareil, which if they had been in type the same as the *Cycle* would have made at least six to ten pages more, so we can claim forty-six more pages than the *Cycle*, to say nothing of the price and the few extras we have thrown in. We find also, that we have given some thirty pages more reading matter than the *Bulletin* outside the official notices and reports.

What the Local Clubs will be up to (Weather Permitting).

RARE sport is in store for those who participate in the hare and hounds chase to be held under the auspices of the Massachusetts Club on Thanksgiving Day. We cannot find out who the hares will be, as the selection will be divulged just before the start. They will be the fastest and toughest men available. In the afternoon this club will have a quiet run to Waltham.

The Bostons will have a short run out

in the morning and then return to the club house for turkey, to be furnished by Steward Nottingham. This club, through Dr. Kendall, did their best to get up a tandem race, but the tandemons did not respond. It is rumored that "Papa" Weston used some dark art to prevent the race, but we think fear of a break down was the primary and chief cause.

The Cambridge Club call a run. The Chelseas will have a mixed run of the fair and the other sex. The Newton, Nonantum and East Cambridge will all have short runs.

In place of the tandem race that could not be arranged, it was proposed to have a *mixed* race over the roughest roads available. Distance about twenty to twenty-five miles. Every conceivable vehicle eligible, driven by man, steam, horse or *any* means. Lack of time to perfect arrangements for this novel race compelled its abandonment for the time being.

Manhattan Meanderings.

THIS is Thanksgiving week, I believe. I might have forgotten the fact, had not ye editor sent me a card telling me to send in copy at once. This was as a flight of thunderbolts, and I grab my hat and rush up to Cycledom to gather some news. At the Cits, no one home but that mahogany tinted piece of graven imperturbability, Morris; result, *nil*. Drop in at the Ixions, deserted save by *The Owl*. Try the pumping process,—vacuity. Then I turned me homeward. A brilliant thought had struck me. I would write a poem on "Winter," which should run the circulation of the paper up to 300,000 (not a jot less) and make the New York *World* very small peas indeed. Sublime thought! disastrous execution. Then did I prowl through my "literary remains," for I knew that somewhere among the debris was an essay entitled, "The Bicycle for physicians and clergymen," which I knew would set cycledom ablaze. But I found it not, so I was compelled to imitate my fellow scribes who are all writing about nothing just now, and how will we do it.

At last has the world been given Mr. Herring's essay on the amateur stew, which, by the way, reminds me that it is as hard to get a proper view of this puzzle as it is to identify the component elements of the ordinary or restaurant hash. This essay will always be regarded as Herring's *chef d'œuvre*. I believe he has resigned from the Ixion Club. The fact is, he has not been happy since he engineered that colossal failure, their amateur handicap race-meet, into which bubble several members of the club sunk much "boodle." Of course the weather was at the bottom of it, but men are unreasonable ever, and probably Herring was not allowed to forget the affair for any considerable period. He has gone into dentistry, with a view to the L. A. W. presidency of '95, I am told.

I TAKE to myself the credit of the sudden activity which has suddenly become epidemic in several of our wheel clubs; I feel that I have not vainly prodded the sensitiveness with the quill of derision.

THE Cits are out with a prospectus for a "ladies' night" on the evening of the 28, I believe. The members and their friends, assisted by a couple of the ever-welcome and always necessary professionals, will supply the music, which will be both vocal and instrumental; this will be followed by refreshments. Very little is known of the treat in store for those invited, for the Cits are exclusive, if anything, and one never knows which way the cat will jump, until the thing is done.

ON the other hand rare old Brigham, of the Harlems, is out with a wholesale and wholesome invitation to all wheelmen to attend a stag party, to be held on the 28th. But, unfortunately for the story, I am told that the invitations will be recalled, as the Harlem Wheelmen's house has been turned over to the carpenters and decorators, and will make its appearance in a new dress, about 1 Dec. All through the winter, however, the Harlemites will have "At Homes" on every Saturday night, beginning with the first week in December.

I HAVE not had opportunity to tell you of the Ixion's "private concert," which came off on the 5th. I would say that I was the only outsider present, did I not fear that this admission would lead to my identification, which, as a member of the Fenian Brotherhood and the blood-thirsty Order of Elks, I am anxious to sink into abyssal darkness. About forty brave youths and fair damsels braved the warring elements on that evening; one heroic individual came in a cab, which set agog the whole neighborhood, which is not *ton*. By actual count there were thirty-three cases of influenza, catarrh materia, superinduced by exposure of heads, out of three-story windows, all to gaze at that mystical cab. The more daring male spirits in the club came in full dress suits. The concert, conducted by O'Lea Moses, was admirable. One young lady recited "Nothing to Wear," in a most blood-curdling Mrs. Brown-Potter manner. During intermission, refreshments were served; they were of the Sabbath School order; night mare cake and kittenish head-swelling lemonade. The assemblage was broken up in more ways than one, at a late hour.

THE weather was delightful yesterday. Away up out of the realms of civilization I espied a tricyclist. It was Mr. O. G. Moses, father of O. L., and grand mogul and patriarch of the Ixion Club. He had his head inside of a refreshment booth, which stood on the roadside, and I, guileless child of nature, thought he was imbibing gin and water; but oh! my poetic soul! he was crushing peanuts, and I fled affrighted.

I BELIEVE you will see a change in the ownership of a certain cycling sheet before many suns. I am not yet permitted to make public the facts.

ALL cycledom will soon have an opportunity of flying their colors at half mast. Two of our scribes, "The Owl" and "A Pencil," which stand for Egan and Jenkins, are at war. I am betting on Egan, because he is the heaviest man, and is said to have once been present at a regular mill. It will be Bidwell's funeral, as the muss grew out of Egan's nomination of that gentleman for the L. A. W. presidency.

TITNAM.

Chicago.

QUITE the coolest piece of concentrated assurance yet recorded seems the announcement in your issue of the 12th inst., by several manufacturers and importers, that "they will not recognize a claim for road records against time, except where pace makers have gone the entire distance," etc., etc. What does this mean? Just let us reason a little together and perhaps the problem can be solved. Pretty well known is the fact that Whittaker and McCurdy have recently been putting the road records up to a notch that they are likely to remain at for the balance of the riding season. Whittaker used no pacemaker, owing to reasons previously explained, but his performances were so indisputably substantiated by responsible parties that the A. C. U. very properly accepted the times without hesitation. McCurdy, I am told, was not paced for about fifty miles, and yet a private letter informs me his records have been accepted by the powers that be. It is, no doubt, unfortunate that the makers of the machines used by these two phenomenal riders do not headquarter in that Athens Bicycular, the charming city of Boston, and yet the absence of their signatures in this published manifesto is none the less significant. The members of this "board of trade," so called, hold not a single road record, and but one of them any important racing records, and there you are, savey? The space between the rounds of the ladder grows longer, does it not? One can see through without the use of a pair of opera glasses. A pertinent query might be suggested as to whether Gormully and Jeffery or the H. B. Smith Machine Company will worry very much if these would-be arbiters do absolutely refuse their recognition, so that the proper authorities, the A. C. U., do not? And isn't it just a little out of form for these disinterested reformers to assume so much, even though their motive be to save the poor, misguided public from the impositions of rival concerns? We are used too some pretty tall hurricanes, we who live on the shores of Lake Michigan, and we are therefore somewhat accustomed to the blowing of the wind. But I should like to hear from the A. C. U. on the subject, just the same.

AND while I think of it I would like to ask if the insinuations of the L. A. W. racing board organ, and the occasional prognostications of the *Bulletin* respecting the apathy of the A. C. U. and its final collapse into a "totality of mental depravity," as Prex used to put it, I should like to ask if the officers of this organization, in whose hands lie its success or failure, propose to permit these doleful predictions to remain the seeming fore-runners of the future? A long and intimate acquaintance with its usually energetic president has hitherto convinced me that the contrary would become the established fact, and yet I am at a loss to discover the reason that so many slurs and flings, oftentimes clothed with a specious covering of truth, are allowed to pass unnoticed and unrebuked. Perhaps it is because the leaders have determined upon a dignified and conservative policy. That, however, will not do in this country of Republican institutions. The policy must be aggressive to a superlative degree, lest the enemy, who is always aggressive, be the victor in the end. We want to see the lie and half lie nailed on the spot, the prerogatives of the association guarded jealously and with a powerful hand, and then the necessary respect will be forthcoming, even if compelled. Don't you think so, gentlemen of the A. C. U.?

THE first social and hop of the Chicago members, at the League Hotel at Oak Park, turned out an entertaining and enjoyable affair, and no money was lost, which is very gratifying to us all. No Oak Parkers were present, nor were all the committee membership, still there were enough of the gallant cyclists to make the evening go merrily by, and girls — says Garden, "ye Gods!" Garden is a married man though, and, therefore, somewhat excusable for his enthusiasm. The little bird rumors that the next general event will be a musicale at one of our smaller halls.

A NEAT little notice from the Chicagos designates Tuesday and Friday evenings, during the winter, as club nights. Pipes and chat, no doubt. Last Sunday week a lot of the Chicagos and Owls took a scorcher to Pullman. Some sixteen turned out, the honors being taken by Winship for the owls, and Crennar for the Chicagos. The annual Thanksgiving hare and hounds is troubling the minds of the ambitious somewhat. The hares selected are as follows: Chicago, Kluge and Crennar; Illinois Cyclers, Bowbeer and Davis; Owls, Winship and Fraubeen-steck. The Illinois Cyclers are coming rapidly to the front. At their last meeting they added four to their active membership, including your humble servant. So much for the clubs.

C. F. SMITH of the Indiana Bicycle Company was here the other day to make arrangements for the Shipman Engine Agency, to help pay rent during the win-

ter, and also spring the fact that Indianapolis was soon to bring out a cycling weekly with P. C. Damm as editor, and himself as business manager. Minnesota will also publish a paper in the near future, I hear.

VERAX.

Tennessee.

I was surprised to read the conversation that Stone had with one of the correspondents to some of the wheel papers, *in re* his making or wanting to make promateurs in the South. I trust that the southern wheelmen will give him the cold shoulder on that score; at any rate, I can speak for the Memphis wheelmen, I am well acquainted with him, and like him very much, have found him to be a gentleman and all that, but he must understand that everybody is not of his way of thinking. There is only one thing I fear, and that is, that some of the wheelmen will be foolhardy enough to race against him, just as a member down in Georgia did with Prince and Morgan, on the Southern trip some time ago.

THE records keep coming over, just think of it, the mile, hour, and twenty-four hour record, and they too on American made wheels. Old England had best look to her laurels, or we will get away with her.

THE abolition of the amateur rule seems to be all the talk now. I am not exactly in favor of it, but read up all I can find relating to the question, and may after a while, come over on your side; at the same time, don't think I will be a "Hogg," but know when I get enough.

WE have had an unusual dry spell, the pikes were all cut up and the dirt roads awfully dusty; consequently, riding was not so very pleasant, but still the boys get out. We have just had a good rain and I think the roads will be in pretty good condition. Most of our men find but little time to ride except at night and on Sundays.

THE club is again in trouble with their track, the base-ball club would not come to terms, so the matter lies in a dormant state just now. New negotiations are under way though, and I hope the matter will be brought to a *finis* very soon.

THE WORLD still keeps the lead down this way. More anon. MEMPHIS.

WE could not get a glass of soda water in godly Boston last Sunday. The law would not allow it. That is right. When we want an obnoxious law repealed, why enforce it. It is only a couple of years ago that the law forbidding any one to ride or drive out on Sunday in Boston, for pleasure, was repealed.

CURRENT CALAMO

Ting-a-Ling.

Oh listen to the music of the bells,

cycle bells.

What a tale of happiness their harmony foretells;

How they tinkle, tinkle, tinkle, in the frosty air of night,

While the glistening pedals twinkle in the silvery moon-beams light,

Keeping time, time, time, in a bicyclic rhyme,
To the tintinabulations of the bells.

Oh listen to the music of the belles,

cycle belles;

What a merry tale of joy their blithesome rippling tells
How they laugh and joke and chatter, as we pass them in our flight

(What they talk of does n't matter, wheelmen always are polite);

Keeping time, time, time, in a tricyclic rhyme,
To the sweet confabulation of the belles.

Oh listen to the tinkle of the bells,

chestnut bells.

When the youth who thinks it's funny gets another of his spells.

How their everlasting jingle, from the morning until night,

Makes our very fingers tingle, to sail in and intermingle

Both the jingler and his jingle in a rough and tumble fight;

Keeping time, time, time, in a sort of mixed-up rhyme,
To the intermittent music of his yells, yells, yells,
To the sweet staccato music of his yells. PEDALS.

It may be Utopian, but the fact remains that men today are coolly discussing the advisability of doing away with the Amateur Rule, who a year ago would have viewed the question with horror. The world moves on.

THE London rough is striking terror to the heart of the London cyclist, and so the latter will now proceed to blow the blarney off any rough that tackles him, as the metropolitan guardians of the peace seem powerless to render protection.

THE Boscobel, Lynn, has closed its doors. We understand the venture has been a losing one on behalf of the late proprietor, Mr. Comee. We are sorry that Lynn loses such a good landlord. Boston wheelmen will miss the fine dinners of the Boscobel. It is too bad, as we have already too few stopping places in this vicinity handy for wheelmen.

SPRINGFIELD has fifty odd riders of the Star bicycle; a small proportion of this number have affiliated and ridden much together this season. The upshot is that the Star Wheel Club has been organized with the objects: "improvement of the roads of Hampden County, the promotion of road riding and touring, and the advocacy of the interests of the Star." All commendable objects surely. The officers of the new organization are as follows: President, T. W. Coburn; captain, V. M. Cook; first lieutenant, Loren F. Dunbar; secretary and treasurer, A. B. Case.

AN esteemed contemporary thoughtfully warns us thusly: "Look out for our

Christmas story." Thanks! we will be ready to dodge when it comes. We hope to be out of town, however, when it arrives, and thereby be far away from the danger and the direful results thus threatened.

"A PENCIL" tells us that the vet., Will Pitman, has resumed riding, but he is a man of family, and as responsibility unknown to a bachelor will not allow him to risk his precious neck on the two wheeler; he will ride a trike. The adoption of this mode of locomotion is wise, and we hope to hear Mrs. "Veteran" Will Pitman has taken to the wheel also.

It is to be hoped that Rowe and Hendee will remain on the path, and the thing looks that way now. What a glorious victory for American muscle and mechanical skill if these men are sent over to England and succeed in downing Howell and Wood on their native heath!! If the Colonel does not take this hint, he has not the astuteness we give him credit for. The suggestion is furnished gratis.

"THE pure Amateurs of England" will form the subject for an article in the next *Cycling Times*. It is unnecessary to say this article will be very brief. Scarcity of material will render it necessarily short.

WHEELING calls on Mr. Ducker to make good his promise and send the "criminating letters to Faed" that he claims to have, in relation to his arrangements for the presence of English "Amateurs" at the Springfield meet. We say that it is due the cycling world at large that these letters be sent Mr. Wilson for his decision. Mr. Ducker has gone too far to say he will not, he *must*.

It will be noticed, by referring to a table of apportionment on another page of L. A. W. representatives, that out of 28 divisions only 18 have their full quota. New York, with 29, is entitled to 34. Pennsylvania, with 26, is entitled to 29. Then comes Massachusetts, the only one of the "big 'uns" with all on deck. We are allowed 28, and we have got them.

THEY do say that Aaron loves a good dinner; they do also say that when he feels that way he makes it warm for some one. Then the natural sequence is to kiss and make up over savory dishes and warming wine. Thus partaking of the nature of a veritable love feast, for Aaron is a right good fellow when you get down to him.

STAMFORD, CONN., is much exercised over the disappearance of its sewer contractor, who was last seen going toward her Britannic Majesty's Dominions with much cash not his own according to law. The consequence is yawning gulfs and swearing cyclists.

BURLEY B. AYERS takes the chief consulship of Illinois in place of J. O. Blake resigned. Why not Burley B. Ayers for president? If you can find a better man name him.

THE rough in Chicago has made himself unpleasantly conspicuous to the

HELLO!

I see that COREY has returned. Now,
just look out for something new and start-
ling in the old favorite

RUDGE MACHINES.

RUDGE TELEPHONE MAN.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!

*Can be ridden by lady or gentleman. Adjustable to all
sizes. Has no slides or rollers. See this machine or send for
catalogue.*

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.**152 to 158 Congress St., Boston, Mass.****NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.**

WORLD'S RECORDS.

NOW, GENTLEMEN:—We fail to see why Records made on a 22-pound Racing Wheel, and on a track with an exceedingly smooth racing surface—we fail to see, we say, why these results demonstrate any superior excellence in a Roadster (a differently constructed machine), even though the latter be made by the same Company; but when remarkable results are attained on the machine for which the superiority is claimed, that fact we believe to be SIGNIFICANT.

THE AMERICAN CHAMPION

to-day holds every World's Record on the road above 25 miles to 300 miles, the latter enormous mileage being done within the 24 hours, by **STILLMAN G. WHITTAKER**, at Crawfordsville, Ind., Oct. 18, and 19. The run was made on a 50-mile straightaway and surveyed road, under A. C. U. rules, and not on a carefully selected 10-mile stretch. The following are the Times:

Miles.		Hours.	Min.	Sec.
50	(About 4 min. behind his previous World's Record.)	2	59	50 $\frac{2}{5}$
100	(25 min. ahead of the World's Record, and over a min. better than Ives's Springfield Track Record.)	6	1	15
150	.	10	28	52
200	.	15	13	30
300	(About 24 min. better than the best World's Track Record.)	23	46	16 $\frac{3}{5}$

The latter magnificent record is about 41 MILES better than the hitherto accepted A. C. U. Record by Munger; about 19 miles better than Hollingsworth's performance, and 13 miles better than McCurdy's, neither of which latter two are accepted records, however.

If you want the **EASIEST RUNNING ROADSTER** in the World, you must come to.us.

CORMULLY & JEFFERY

Manufacturers of the American Cycles,

CHICAGO, ILL.

Chicago Club. The beauty of the story is in the report that the companions of the assaulted man vanished into space, and left their unfortunate comrade to "do or die" alone. A denial is now in order.

HOWARD P. MERRILL, of the *Springfield Union*, was in town last Saturday and favored us with a call. Through Mr. Merrill's enterprise, the *Union* has taken a prominent position among the American dailies as an authority on Cycling matters.

THIS has been a doleful year for Race-Promoting Organizations. The general sad story has been the same one of loss. There have been a few exceptions, we are glad to say, but the season of '86 has thrown a damper on race meets on a large scale.

A firm in this town of Boston say they have a man in their employ who cannot lay claim to being much of a record smasher, *but* as a machine breaker they will lay odds ten to one that no other cycle firm can show his equal.

CHAIRMAN DONAHOE, of the entertainment committee of the Boston Club, has designated Tuesday evening of each week as being "Whist Night." To quote, "A room will be reserved for that purpose, and the committee trusts members interested in 'Whist' will second their efforts to make these evenings popular. Pole and Hoyle are both in great demand.

It has *got* to come. The Newton Camera Club, with A. D. Clafin as president, is a new organization, the purpose of which is to combine the twin delights of cycling and photography.

SPEAKING of photography and cycling in connection, we all know Stall, he of the high altitude and the Pony Star. Well, Stall is about daft on the subject of "dry plates, exposures and developments." He proposes next year to run photography and cycling as being one and indivisible, and Stall is right!!

THE Marblehead Ramblers is the cognomen of a new Cycle Club in "Fish-burg." The officers are: President, B. C. Roads; Captain, C. W. Ware; Secretary and Treasurer, J. D. Paine. Headquarters will be in Puritan Hall. It seems to us that we are entitled to honorary membership of this club, as we have distinct recollection of doing considerable "Rambling" in the quaint old town, and on a bicycle too.

THE Massachusetts Club will wind up their November entertainments with an athletic entertainment. Captain Peck, John Williams and N. Ethier have the affair in charge. Next month the weekly jollifications will be repeated.

THE Cambridge Club has placed a billiard table in one of the upper rooms, and consequently, the click of the balls will take the place of the sounding thud of the boxer administrating punishment to his opponent.

Ladies' Night.

AT frequent intervals during the indoor months, the Massachusetts Bicycle Club have given an entertainment to which the lady friends of the club have been invited. Last Saturday one of these delightful gatherings was enjoyed and the clubhouse on Newbury street was taxed to accommodate the members and their fair guests. Music and dancing served to make the hours pass all too rapidly. The Misses Chellius, Oliver, and Peck gave valuable aid in carrying out the musical programme, as also did Mr. Schroeder. Mr. C. H. Davis gave a humorous recitation. Harvey Blunt had the catering in hand. The committee in charge can congratulate themselves on the success of this ladies' night, the first of the season.

Rowe Challenges Howell.

ROWE will race Howell, but Howell must come to America. And we think Rowe is about right. He beat England's best representatives in an avowed race for the world's championship. It was fully expected Rowe would have to race Howell, but that man decided at the last moment not to come over. Rowe now comes out and authorizes the Lynn *Bee* to say "that he stands ready to make a match with Howell at any time, and for an amount sufficiently large to furnish ample pecuniary inducement for the Englishman to visit the United States, if he feels satisfied that he can win the stake and the world's championship."

David Stanton Wants to Race Rowe.

WE clip the following from *Sporting Life*, London: David Stanton, seeing it announced that Rowe (the American champion) has ridden twenty-two miles in one hour; Stanton is prepared to match himself against him, from twenty up to one thousand miles, from £100 to £200 a side, to ride either in this country or in America." If David means business, this will prove one of the softest snaps for Rowe on record.

Howell's Challenge to the World,

A LEICESTER gentleman called at our office yesterday, and stated that he was prepared to match Dick Howell to ride Rowe, or anybody in the world, any distance from one mile up to twenty, for from £100 to £500 a side. First come first served. — *Sporting Life*.

H. D. Corey.

Mr. H. D. Corey arrived in Boston, last Monday, after an absence of some two months in England, where he has been in the interest of Messrs. Stoddard, Lovering & Co. We tried to interview Mr. Corey for the benefit and pleasure of our readers and ourselves, but we failed to connect this issue. We hope in our next to get some points of general interest for the delectation of the patrons of the WORLD.

L. A. W. Records.

We learn from the Racing Board's organ that the Racing Board L. A. W. has accepted the following records:—

HARTFORD, 9 SEPT., 1886.

Tandem Tricycle.

$\frac{1}{4}$ mile, Bidwell and Jackson, 44 $\frac{3}{4}$

SPRINGFIELD, 14 SEPT., 1886.

Tandem Tricycle.

$\frac{1}{4}$ mile, W. E. Crist and P. S. Brown, 41 $\frac{1}{2}$

$\frac{1}{2}$ " " " " 1.26

$\frac{3}{4}$ " " " " 2.05 $\frac{1}{2}$

1 " " " " 2.46

SPRINGFIELD, 18 SEPT., 1886.

Tandem Tricycle.

$\frac{1}{4}$ mile, W. E. Crist and P. S. Brown, 40 $\frac{3}{8}$

$\frac{1}{2}$ " " " " 1.19

ROSEVILLE, N.J., 21 OCT.

Tandem Tricycle.

4 mls, L. H. Johnson & H. A. Wallcott, 13.19 $\frac{2}{3}$

5 " " " " 16.46 $\frac{1}{2}$

6 " " " " 20.35 $\frac{1}{2}$

7 " " " " 23.45 $\frac{1}{2}$

8 " " " " 27.13

9 " " " " 31.01 $\frac{2}{3}$

10 " " " " 33.59 $\frac{2}{3}$

L. A. W. Division Apportionment.

THE following table shows the number of members in each division, the full quota of representatives to which each is entitled, and the actual number now on the list to this date from the *Bulletin*:—

DIVISION.	Members.	Representatives. Full quota of	Present Number.
California.....	206	4	2
Colorado.....	50	1	
Connecticut.....	584	11	11
District of Columbia....	71	1	1
Illinois.....	489	9	9
Indiana.....	207	4	4
Iowa.....	112	2	2
Kansas.....	76	1	1
Kentucky.....	87	1	1
Louisiana.....	65	1	1
Maine.....	99	1	1
Maryland.....	218	4	1
Massachusetts.....	1,444	28	28
Michigan.....	226	4	4
Minnesota.....	108	2	2
Missouri.....	258	5	5
Nebraska.....	70	1	1
New Hampshire.....	144	2	2
New Jersey.....	944	18	11
New York.....	1,745	34	29
Ohio.....	845	16	12
Pennsylvania.....	1,485	29	26
Rhode Island.....	143	2	2
Tennessee.....	80	1	0
Vermont.....	103	2	2
Virginia.....	57	1	1
West Virginia.....	51	1	0
Non-Division.....	264	0	0
Grand Totals.....	10,231	186	159



HESTNUT HILL
Reservoir, is, perhaps, somewhat antique, and may be a worn-out subject, but we trust it may be of interest to some of our readers.

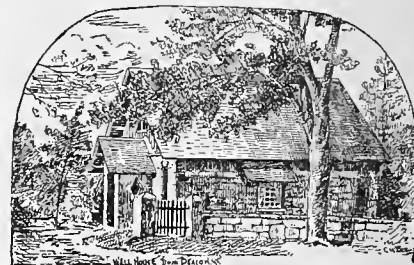
The decade during which cycling here has struggled and flourished, has created a history of its own, and we wish to pick up a few of the threads of bygone days and perpetuate them for the new crops of cyclists that have come and are coming. Moreover, one likes to read about places one has seen and is familiar with, and of those that are mere pictures, conjured up in our imagination. Chestnut Hill Reservoir, as its name implies, is a receptacle for water, and within its two immense basins, are stored Boston's immediate supply, and from its elevation is gained the force requisite to send its contents where necessary. But from a cycling point of view it is chiefly notable for the unique position it occupies among local wheelmen, and for the beautiful smooth drives encircling it. To-day it is the Sunday rendezvous of Boston wheelmen. It is where the stranger within our gates is taken for a taste of real sand-papered road. It is the goal to which all our wary wobblers and timid toddlers first strive for, and where the go-it-gracefuls exhibit their accomplishments. No Boston wheelman can call himself a full-fledged rider until he has cycled under the stone arch way at the entrance, and pedalled a few times around the upper basin. And if he fancies he can go a bit, he will probably rush down the long straight at his fastest gait, and dismount with an air of nonchalance, as he approaches the turn in the road.

grateful shade of overhanging trees. The man with the latest and most novel mount will, on some fine Sunday morning, appear on the scene to show it off, and then the assembled wheelmen stop discussing the latest bit of gossip or the last record, and proceed to criticise the machine, and one may be sure that all the faults will be pointed out. In fact, the "Reservoir Gang" usually give a pretty sound verdict. Here clubs run to meet their fellow men, and secure a recognized place in cycling circles, and scores congregate on the pleasant days, when most wheelmen are out, to settle the latest question, and decide to their own satisfaction what ought to be done by the powers that be. It is a regular mint for news, and dull indeed would be the cycling scribe who could not find in the talk that goes on, many matters to put on paper. In the early spring time when riders' muscles are soft from a winter's inactivity, careful club captains make it the destination of opening runs. Lying in the midst of the best riding district, it forms a splendid and convenient centre from which to start for a spin into the more distant suburbs. Thirsty wheelmen stop at the well, just below the little lodge on Beacon street, and quaff water that is pure and cool.

On hot days the old oaken bucket does a brisk business. Think not that this is always the result of inclination or principle. Nay, it is not so, far no public house opens its hospitable doors near at hand; it is drink water or go dry, hence, the brisk business. The Reservoir, in fact, has a recognized and time-honored place among Boston cycling and its magnificent stretches of smooth macadam, would be sadly missed.

From the very beginning of cycling in

Papa Weston, and the other pioneers, created a sensation in Boston, the Reservoir has been a favorite stamping ground. One of the first photographs of cyclists—that of the fourth run of the Boston Club—ever taken in this country was captured just beyond the big entrance gate. It was a motley crowd of good fellows, every one. A few wore short breeches, some were clad in the long trousers of civilization, and many wrapped leggings around their calves.



("WELL HOUSE.")

Record breakers have found this a convenient place to run up their totals, as the clock was pointing to the expiration of their allotted time. In the spring of '79, the Suffolk Bicycle Club, whose sudden growth and rapid decline was the topic of the time, held its first race here, and would have had another meet but for a refusal of the city officials to grant permission. This, we believe, was the first and only instance of interference with road racing. The Boston's first road race was started from and finished at this place. Its history is full of meets, runs, and cycling incidents; they are of a somewhat intangible nature, but its characteristics we have tried to depict as best we can.

X.

St. Louis.

THE Missouri Club's reception on Tuesday night was voted a big success by the members, and is to be repeated monthly during the winter. The clubhouse was gorgeously decorated for the occasion with the lanterns used in the late parade. Fully forty couples indulged in the light fantastic in the commodious gymnasium until midnight. It was a full-dress affair, but those cyclists who appeared in knickerbockers, notably, Dr. Keith and A. M. Berry, did not retire to hide their heads, as did the Cambridge man we read about.

BUT little riding has been done on the Desoto road this year, with the exception of a few small parties, who found the hills as steep as ever, and the road bed in worse condition than formerly, "H. and D." hill especially being badly washed. Riders of the Star machine have a decided advantage on this road, as it is also impossible to coast an ordinary wheel through it all without a dump.

FRED MORSE, of this city, some time ago, patented an adjustable bicycle handle, fashioned after the "T" shape, but



Right in the bend is where the racing men gather to spin against time, and size each other up as they sit on the grass near the little stone conduit, under the

this country, from the time when Dalton first frightened horses with his old centennial Ariel and long-legged boots; from the time when the graceful Chandler,

broadened to afford a rest for the palm. The Pope Company were so pleased with it that they agreed to place it on all their machines, under certain provisions which Mr. Morse did not accept. He is now preparing to place the handle on the market himself.

THE Ramblers will occupy their new quarters at 3205 Olive street to-morrow. The house is situated near that of the Missouri Club, and is convenient to the asphaltum. I will give you a description of it next week. BREVITY.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Mr. Shriver's Protest to the L. A. W. Executive.

To the Executive Committee of L. A. W.:

DEAR SIRs, — I have been instructed by the Executive Committee of this club to call your attention to a scurrilous paragraph in the New York letter to the *Bulletin* — last issue — which reflected on our organization, and to request that in justice to others, as well as ourselves, you discharge the author from the service of the League, and rule that in future, no such matter shall appear in the *Bulletin*. We cannot help feeling that, as to our club, is due chief credit for the initiative in founding the League, we are, if anything, entitled to special consideration on the part of its officers, but we base our complaint not on this claim, but on the right of every member in good standing to respectful treatment in the columns of our official organ, and certainly to protection from unprovoked and malicious attacks by its paid correspondents. Respectfully,

EDWARD J. SHRIVER,
Secretary New York Bt. Club.

"THE Waterbury, Conn., Wheel Club disbanded 2 Nov., and reorganized the following day with the same name and these new officers: President, Dr. Chas. R. Upson; secretary and treasurer, R. R. Bird; captain, L. A. White; lieutenant, H. F. Peck; club committee, Dr. Upson, Capt. White, H. M. Acheson, and L. S. White. It is said that the younger members of the old organization will also form a club — under what name has not yet been decided." — *Exchange*.

MYDDLETON'S Enamels, jet black, steel color and transparent; the best on the market. Price seventy-five cents per bottle, including brush. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

Two pickpockets saw a gentleman receive a large sum at the bank, and followed him for some time, to get a chance at it. Finally the watched turned into a lawyer's office, and one of the watchers

said: "That settles it. He's gone. Come along."

"No! no!" said the other. "Wait till the lawyer comes out. We'll tackle him." — *Life*.

On City Pavements.

THE *Bulletin* is on the right track in its attempt to bring about better street and road surface. There is lots of stuff laid down under the name of asphaltum which is principally a mixture of tar and gravel. Mr. A. L. Barber has an interesting article in the above-named paper, in which he shows the vast advantages over all others of the *real* asphaltum. "Trinidad asphalt pavement is composed of an indestructible foundation of hydraulic cement concrete, and a wearing surface composed of refined Trinidad asphaltum, sand, and powdered limestone, mixed together in suitable proportions and by suitable machinery." The result of putting tar and gravel on a foundation of clay or sand has caused many people to condemn "asphaltum" (?) as a pavement. As to safety, he says, "The gritty surface of the Trinidad asphalt pavement, due to the combination of sand and bitumen, is incapable of taking the polish which makes stone pavements so slippery. It dries quickly after a rain, and thus escapes the damp, greasy condition which renders wood so slippery."

HANDICAP or class racing? That is the question. Both these methods have their strong points. Handicapping would be best if properly done, but here the little word of two letters proves a great stumbling block. If handicapping can be exactly awarded, so that each man feels he has a good chance to win, then this kind of racing will give us the best racing, because your limit man will run from the word go, knowing that his chances depend on keeping the men behind him making up his start. On the other hand, the men behind, feeling this, and seeing it for that matter, will have to run their best pace to catch the men in front. The possibilities of handicap racing are immense, as on one or two occasions we have had proved to us, but alas! the awards of the official handicapper are sometimes beyond our feeble comprehension. This is oftentimes not caused by bad judgment, but because of paucity of facts to guide him.

CLASS racing is more easily governed, as a man would soon find his level. It has the disadvantage of probability in giving us waiting races, the racing of tacticians and not of wind and muscle; for instance, in a race "open to all," with such men as Rowe, Hendee, and their peers, we would often see the race won in 2.48, or some such time. Handicapping is the best if we can get an infallible handicapper.

WANTED. The name and address of every bicycle dealer or agent in the United States. W. C. Boak, LeRoy, N. Y.

All Sorts and Clippings.

It seems the objection to the Rover type of machines that they cannot be ridden "hands off" is not strictly true, as it has been proven in many instances that a little practice and perseverance will accomplish that very desirable end,

THE following, taken from the *C. T. C. Gazette*, cannot fail to be of interest to L. A. W. members and officials. The price obtained in England seemingly being just one half of what we have to pay: "We commented briefly a few months ago upon the new uniform of the L. A. W., and more out of curiosity than aught else, submitted it to some well-known experts for their opinion. This we append, seeing that our American readers may be glad of the unbiassed views of critics who even now have no conception of the identity of the article upon which they were asked to pass judgment. Their final remark, if we are rightly informed, has already been verified to the letter — 'We have carefully examined the pattern sent and are of opinion that it is an ordinary Yorkshire or low Scotch tweed, its value being 4s. per yard [it fetches \$2 per yard in the States. — ED.] if 56 inches wide. As a tourist or travelling suiting we think it would wear well and be strong, but we do not think it well adapted for cycling. Being an entirely different article, it cannot be compared with the C. T. C. cloth, a pattern of which you enclose. It will, we think, stand the friction of the saddle but poorly, and it will not retain its color well.'"

GEO. B. THAYER, the gentleman who toured through the far West and Pacific slope, some 4,300 miles, has accepted a position on the Hartford evening *Post*, and cycling items will receive his attention.

THE *Tricycling Journal*, the first number under its former editor, A. J. Wilson, (Faed) reaches us, and we have nothing but praise for its vastly improved appearance in every way. The typographical improvement is marked, and the letterpress — well, all that is necessary to say of that is A. J. Wilson is at the helm. Prosperity to *Tricycling Journal*.

WANTED. I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. Boak, LeRoy, N. Y.

GOOD news for those who "cotton to" bright finish instead of paint or enamel. The *Wheel World* tells us that the difficulties that have heretofore made impossible the use of platinum have been surmounted. They tell this story: "It is therefore satisfactory to note that during the last few months a method has been discovered by an ingenious English inventor by means of which platinum can, in the first place, be deposited upon any surface capable of receiving electro depo-

sitions of other metals; in the second, that it can be thus deposited in a perfectly dense metallic or reguline condition, having a lustre equal to that of silver plate, and at the same time adhering firmly to the material upon which it is deposited. . . . Silver blackens and tarnishes upon the slightest exposure to an atmosphere or liquid containing compounds of sulphur. Platinum retains its perfect lustre under all such circumstances. Brass soon becomes discolored and covered with verdigris; so also does bright copper. . . . Platinum never becomes discolored; neither does it rust."

THE Eclipse lamp, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, \$4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, \$3.00. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

WHITTAKER will take to the road during the winter for Gormully & Jeffery, and will attempt to break record for that firm in selling the "Americans." We hope he will capture a record that the District Board cannot rust or corrupt, or the A. C. U. break through and steal.

THE "Juke" of Cambridge has got himself very much disliked by the British *Cyclist*, because it was through his instrumentality, it is opined, that Richmond Park was closed to wheelmen. Mr. Kimber, M. P., is the party who took the

case in hand, and prevailed upon or forced "his Royal highness" to let cyclists ride through that splendid domain. We wish Mr. Kimber could be imported to deal with those dunderheads, the New York Park Commissioners.

SIGNS of the times: As we toddled out for an airing last Sunday, we noticed the following legends, painted on the same fence, cosily snuggled together like twin infants: "Victor Cycles," and "The Columbia Bicycles." And, mark, they were the same fences. One good step towards the millenium.

A DOZEN personal friends and well-wishers of A. L. Atkins, saw him off last Saturday, on his California trip. A. L. did not by any means look the decrepit invalid; on the contrary, he appeared fat and well. Luck go with thee, old man, and may you find in sunny Los Angeles the old-time strength and vigor.

THE speedy Royal Crescents are not waiting for the spring to blossom out. We noticed a couple of them on the road last Sunday, and the way the riders were driving them made the two wheel demons open their optics. Stoddard & Lovering are receiving these wheels in numbers, so that they can supply the demand, great though it is.

WE should dearly love to know if the anti-American brigade still have their doubts as to the *bona fides* of the timing of the records in the *United States*; and, if so, why we hear nothing about said doubts? — *Times*.

The annual subscription of the employees of Messrs. Rudge and Co. this year to the Coventry and Warwickshire Hospital amounts to £105, and they have likewise made a first subscription of £10 10s to the Birmingham Eye Hospital. — *Cyclist*.

"I have received your noble premium, the 'History of the United States,' and I must say that it is the best work upon the subject I have ever seen. There seems to be nothing lacking and not one superfluous word. You do not speak of it in your paper, which I receive every week, in terms sufficiently pointed, for it turns out to be a much better book in every way than I had looked for. I find it contains more than I could have imagined. I am proud of it and am sincerely thankful for your kindness."

MESSRS. Stoddard, Lovering & Co. have a few shopworn Rudge Racers in stock, upon which we should be pleased to quote net prices to aspirants for racing honors. Their supply is limited, and application should be made early. They have also a limited lot of roadsters and tricycles that can be got at a bargain, if taken at once.

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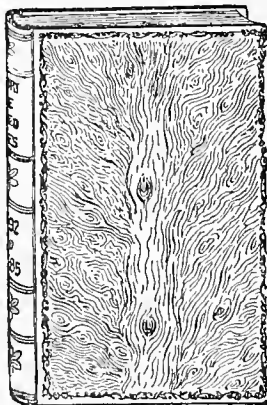
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WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch, nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

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1 54	"	" three times.....	90 00
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FOR SALE.—A Europa Convertible Sociable, with two speed gear; price, \$130. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A 54-inch 'Extraordinary Challenge' (Safety) nearly new; price, \$100. W. B. EVERETT & CO., 6 Berkeley street, Boston.

FOR SALE.—A few Experts, Victors, Rudes and Royal Mails, second hand, but in good condition, for cash or on installments. W. B. EVERETT & CO., 6 Berkeley street, Boston.

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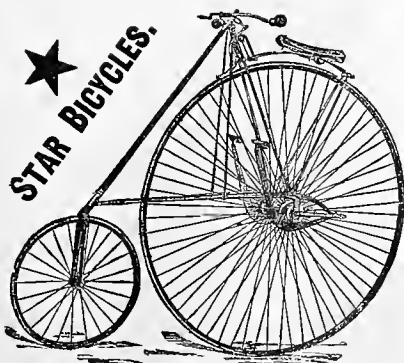
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THE SPRINGFIELD

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BOSTON, 3 DECEMBER, 1886.

Volume XIV.
Number 5.

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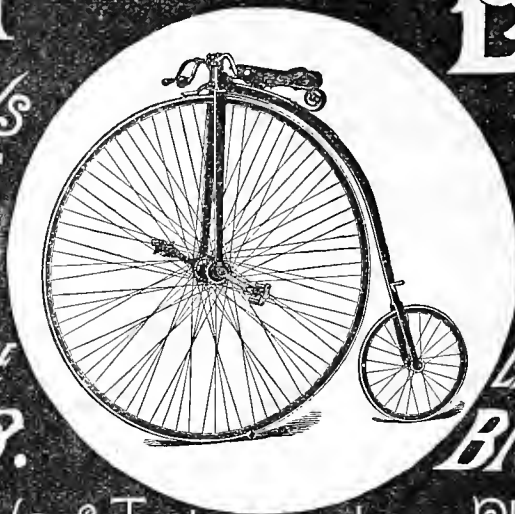
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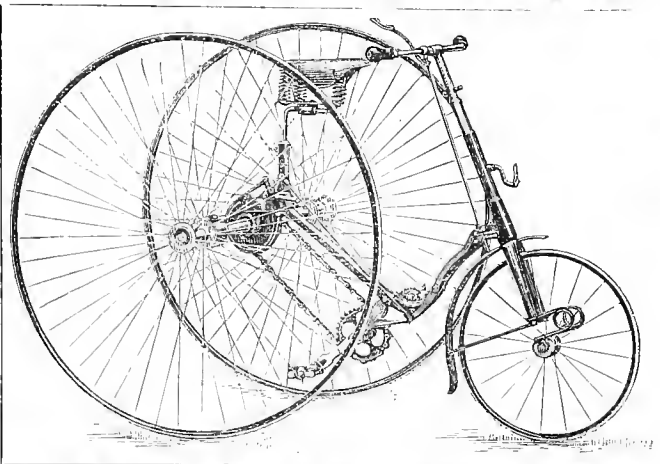
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Published every Friday

— BY —

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179 Tremont Street, Room 63,

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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 3 DECEMBER, 1886.

It will pay you, as it has paid a good many others, to cast your eye on page 78. This offer is proving to be the best the WORLD has ever made. Send in your \$1.95 and get a "Premium that is a Premium."

We hope that when Rowe reaches England he will not have to hunt around

for that Leicester gentleman who has \$2,500 to put up on Howell.

ACCORDING to "The Bard," a Board of Trade among English manufacturers and dealers is an accomplished fact. The objects thereof are set forth by the same writer.

THE National Cyclist Union leaders are a fine lot. They say to the abolitionists, do away with the rule, and we will resign and form a new amateur organization. Such men cannot be reasoned with.

THE panacea, so some tell us, is to remove the stigma attached to professionalism. This is a grand idea, but how in the world is it to be done, so long as a breaker of the amateur rule is punished by being forced into the professional ranks. If these people are sincere, let the professional be elevated by being treated as equal to the amateur. It's a poor rule that won't work both ways.

WE hope our readers will not slight "Karl Kron's" views on the "Irrepressible conflict." The tide is rising inch by inch, and the men who laugh at us can take little comfort in the thought that every day the contempt for the amateur farce is growing stronger. By all means, carefully read and weigh "Karl Kron's" views and reasonings.

WE have to thank the *Bulletin* for the very fair article in the 26 November issue, replying to our personal protest of injustice done the WORLD in the table of comparison published two weeks previous. We knew candid and honest expostulation made to Mr. Aaron, would elicit a fair straightening out of the question in hand, and it has done so. The BICYCLING WORLD does most cordially accept the explanation in the spirit intended."

In a leader on "pace-making" restrictions, *Tricycling Journal* makes the following unanswerable statement:—

"On the path this [the preventing of pace-making] may be right enough, because on the path the officials managing a race or a ride against time, have a right to reserve the track for the use of those who have engaged it for the time being, and thus unauthorized persons can be

prevented from pace-making whenever an amateur is racing for a prize or a public record. But on the road, matters are different; the Queen's highway is as free to the professional as to the amateur cyclist, and no amount of Union legislation can enable an amateur to clear out of his path any professional or suspended rider who chooses to ride in front of him; so that it is impossible to incriminate the amateur competitor or record-breaker."

Do you take the hint?

FOLLOWING his usual custom of giving but one phase of any subject, Mr. Abbot Bassett carefully suppressed the rule under which the decision of the A. C. U. in the Corey case was made. But he did not neglect to call the decision stupid. No, indeed.

So McCurdy enters the employ of the Star people. Is this on account of past services or in anticipation of future performances? Perhaps it's because the winter will be cold.

WE wonder if Corey had seen the "champion for all distances for the year 1881," when he said that Rowe's twenty-two miles was accepted in England without any surprise?

The Irrepressible Conflict.

Editor Bicycling World: My duty as historian having forced me to formulate the truth concerning that pitiable popular delusion called "amateurism," I hereby send you advance copies of two pages in my forthcoming book which are devoted to an exposure of the fraud. The subject is such a repulsive one that I've never yet printed a single line about it; but my explanations of such symbols as "L. A. W.," "N. C. U.," "C. T. C.," and "A. C. U.," could not be made intelligible if I ignored "amateurism;" and any history of wheeling could hardly be called complete (even after three weary years devoted to its compilation) if I ignored those societies. As the volume itself will not be ready for mailing before January, I give you the first chance of publishing my thoughts upon this wretched matter.

KARL KRON.

WEST SPRINGFIELD, MASS., 20 NOV., 1886.

The two pages from "X. M. Miles" are as follows:—

"The American Cyclists' Union' (org. 29 May, '86), an offshoot of the League, was called into existence by the fact that the latter's racing rules formed a barrier to the success of the Springfield tournament, as an "international" annual com.

petition. The ultimate reason for their thus forming a barrier lies in a peculiarity of cycling racing which distinguishes it from every other sort of competitive sport, — the peculiarity being that a victory in such racing has advertising value to the maker of the cycle upon which it is won. This fact renders extremely difficult the maintenance of any rule which tries to class in separate social grades the racers for glory and the racers for gain; and the attempts to maintain it cause a great deal of bitterness and acrimony to be displayed in public, and an endless amount of

HYPOCRISY, HUMBUG, SHILLY-SHALLY, sophistry, treachery, deceit and downright lying, to prevail in private. 'They do these things much better in France,' it seems to me; and the argument of those Englishmen, represented by J. R. Hogg and the editors of *Wheeling*, who protest against the folly of the pretence, which is made in other countries, as discriminating between 'amateur' and 'professional' racing cyclists, is to my mind conclusive and unanswerable. Almost any young fellow who likes to exhibit himself on the race track, and who has power to do any specially swift wheeling there, will accept pay, in one shape or another, from the maker of the machine which his victories help to advertise into popularity; and no set of rules which aim to make such acceptance put him at a social disadvantage alongside a less lucky racer, whose swiftness is n't worth a maker's paying for, will command general support in a democratic community. If 'international' tournaments are to exist at all, they *must* be promoted by 'the trade.' If cycle races are to be held on a scale large enough, and with business management good enough, to challenge the notice of the outside public, they *must* be 'professional' races in reality, no matter what they may be called. President Bates showed this truth clearly in saying (*Bi. World*, 9 July, '86, p. 265):

'IT IS THE FLYING GET THERE

who captures the money and enthusiasm of the American people. They want to see the fliers; they don't care a straw for the duffers. If bicycling wants to captivate the American people, it has got to parade the flyers. If the League wants to spread the glory of the wheel, it has got to beat the British records, and breed the fastest flyers in the world. That is one of the surest ways to make bicycling universally popular. Well, now, flyers don't grow like weeds. They have to be carefully cultivated from the hardest stock. Somebody has got to pay for their cultivation. Hendee and Rowe and Weber and the rest can't beat the English unless they spend months of time and hundreds of dollars of expense in training and procuring the best wheels that can be manufactured. Not one in a thousand of the flyers is a rich man. The flying stock is usually derived from the ranks of labor and active business. Unless somebody

foots the bills, you don't have flyers. Whether the club, or a manufacturer, or a wealthy promoter of the sport, pays the expenses, makes no difference with the result.

IT IS THE TRAINED CRACKS

who draw, and who always will draw.' Of similar purport is the following extract from *Wheeling's* leading ed. of 15 Sept., '86, protesting against 'the fearful waste of money sunk in useless prizes,' and against the lack of logic and of wisdom in the rule which tempts racers into dishonesty by forbidding them to compete openly for cash: 'Cycle racing is a sport the expenses attending which are so heavy and the order of men patronizing which is proportionately so poorly endowed with this world's gifts, that the sentimentality of racing for honor has no real chance of general adoption. In many parts of England the amateur belongs absolutely to the working classes; but the great body of cycle racing men belong to the middle classes. They are clerks in merchants', stockbrokers', lawyers', and all kinds of offices; they are employed in warehouses, they are behind the counter in shops. Allowing for exceptions, their ages range between seventeen and twenty-four. Their wealth is not great, but their love for athletic sport, which is a national characteristic, prompts them to go in for cycle racing; and our contention is that, thanks to the amateur definition, they do so under the worst possible auspices.' The League's steadfast-sticking to an avowed line of policy (even though avowed in support of so mean a

HUMBUG AS 'AMATEURISM')

at least gave good proof of exceptionally excellent moral fibre as a controlling element in its membership, and offered a notable contrast to the vacillating and irresolute action of the English N.C.U., which after a few half-hearted attempts to exclude the 'makers' amateurs,' openly pleaded a fear of the libel-law, as an excuse for inability to enforce its own definition against them. The League's firmness of course won it great respect, — both from those who furiously denounced it for not adhering to the hypocritical English plan (*i. e.*, classing the men who are secretly paid for racing as socially superior to the men who professedly race for a livelihood) and from those who, like myself, believe it unwise for the League, or for any similar body, to encourage bitterness or bad blood by setting itself up as a social censor between wheelmen. This firmness has shamed even the N. C. U. into plucking up a little courage for a new attempt to assert its rule; and if its recent edicts of ostracism against the best racers of England shall arouse public sentiment

FOR THE ABOLISHMENT OF THAT RULE,

the League may ultimately take some credit for such abolishment, — and I hope maybe led by it to abolish its own rule, improbable as such act now seems. The logical line of demarkation which should be insisted on by those who favor

a social separation between rich and poor in the cycling world (for that is all which their contention about 'amateur' and 'professional' really amounts to), is the line drawn between wheelmen who exhibit themselves on the race-track and wheelmen who do not. The wealthy ones may be said never to race, because so many other pleasanter paths to enjoyment and distinction are open to them; while the young fellows who enjoy making a display of their speed would almost always prefer to earn a little money as an incident to such display. Almost every such one, at heart, resents the injustice of a rule which brands him as a 'professional' if he competes for public money, or accepts a private gift from the maker of a machine which has pushed to victory, rather than some

TRUMPERY MEDAL OR COSTLY GEWGAW,

of no practical use to him, and which he is forbidden to sell. To my own mind, it is perfectly clear that the only legitimate legislative function for those bodies which assume the government of cycle racing is to so classify competitors that each shall be encouraged to develop his highest possible speed. Racers of similar records and experience should be matched with one another, and those of evil repute should be ruled out; but no social stigma should be attached to any one for earning either public or private money by earning a victory, and no further use should be had in the cyclist's vocabulary for either of those two tiresome epithets, "amateur" and "professional." The social position and value of each individual racer may well be left to the personal decisions of those who come in contact with him. Estimates of character are formed from such a great variety of circumstances and private prejudices, that no one has a right to complain because his own is not actively 'recognized' as admirable by a given person or society; but I think complaint may rightly be made against any person or society for proclaiming a hard-and-fast rule which tends to impair a racing man's social recognition because he is poor, — which assumes such infallible knowledge of every human heart as to say that a racer who makes money from his racing must necessarily be any less genuine and enthusiastic a sportsman, —

ANY LESS HONEST AND EARNEST

a competitor for the glory of victory, than the racer who strives for the laurel-wreath alone. The actual 'promateur races' of Sept., '86, between 'teams' avowedly representing rival makers, did not please the American public; and press opinions seem pretty unanimous that this experiment at separating into two classes the men who make their livelihood at cycle racing will not be repeated. It proved that racers who are employed to advertise a given maker's bicycle upon the path can no more be depended upon to always ride their swiftest, than racers whose sole occupation is to compete for money prizes can always be depended upon

to ride their swiftest when tempted to 'sell out.' As President Bates favored the 'promateur plan,' because he believed it would 'help fliers and international competitions on a grand scale,' I hope the failure of it may lead him to advocate the abolition of all hair-splitting subtleties about 'amateur' and 'professional.' When those two hate-breeding words are banished from cycling nomenclature, a really honest 'International Alliance' may be made by the N. C. U. and A. C. U. for the management of tournaments whose magnitude and squareness shall once again compel the popular respect."

CURRENT CALAMO

Thanksgiving.

7 A. M.

Sing hey, sing ho, for an all day's run!
As the grand wind-up of the season's fun;
For the sun is bright and the sky is blue,
And the roads are smooth and the wheel is true.

9 A. M.

Sing whey, sing woe, for the clouds appear!
And the sky is shedding a silent tear;
And the sun crawls back to his chilly nest,
While the winds and torrents may tell the rest.

1 P. M.

Sing hey, sing ho, for the turkey bold,
Tho' the skies be drear and the winds be cold;
Yet never a thought for an hour get they,
While we're laying in store for a rainy day.

7 P. M.

Sing hey, sing ho, for the joys of home!
Tho' the Fates forbid us a-wheel to roam;
Yet we think while the salad we extol,
It was not such a bad day after all.

1 A. M.

Sing whey, sing whoa, 'tis the nightmare talks!
As she gallops all over our turkey-box;
And in thundering tones bids us change our course,
Nor desert the wheel for a phantom horse.

PEDALS.

EVERY one admits the inconsistencies and absurdities of the amateur rule, yet very few want it abolished.

THE Ahl brothers, whose enthusiasm for the wheel was great, have now gone in for a dog cart. They are not the first cyclers who have yielded to the tonier attractions for a bob-tailed nag and a high-wheeled cart.

W. J. MORGAN says he is not afraid of any professional for a long distance. We have not heard that any one was afraid of him either. Eh, senator?

MR KNIGHT L. CLAPP, the Secretary of the Citizens' Bicycle Club, has written a letter to Mr. Poulney Bigelow, the editor of *Outing*, tendering, on the part of his club, a complimentary banquet to Thomas Stevens.

THE *Critic*, in printing a list of men who have ridden a mile under three minutes, curiously omits the name of Ralph Ahl, the first man in America ever to cover the distance under that time.

THE Michigan Div. L. A. W., have issued a hand-book, in which the Constitution and By-Laws are set forth, together with list of consuls and League hotels in the State.

It is predicted that in two years more ladies will boldly ride the 'cycle through the streets of St. Louis in broad daylight. — *Critic*. What kind? a two or three wheel 'cycle?

ALDEN and Wilson will appear in pantomime in a London theatre this winter.

A POSTAL from "Paradise" Nev., states, "Nothing doing in cycling matters, and consequently can take no interest." We don't want to go to Paradise, then.

THE Portland club are to give a "Demon Drill," with red fire and things, on the occasion of their entertainment, put down for 13 Dec.

WE hope the "sharp ones" will see there is more gate money in having Howell and Rowe meet at Springfield or Lynn than could be possible in England. Let the match, if made, be run in this country.

WE hear, from good authority that wheelmen who fail to stop at the Brunswick in Albany when occasion offers, miss it. Messrs. Wolston & Coffin are reported as being pattern hosts, and the man who cannot be happy with them would not be able to find spot terrestrial or celestial that would suit him.

THE new Brookline Cycle Club has the following executive officers: G. M. Stearns, president; H. A. Cushman, vice-president; F. M. Seamans, secretary; F. A. Singleton, treasurer. W. K. Corey, Esq., is road captain.

WE wish we could accept the invitation of the Philadelphia Bicycle Club to the house warming to-night on the occasion of the formal opening of their new clubhouse, but we cannot. The "Phillies" can now boast of having one of the finest cycle club houses in the world, and the second one built specially for cycling purposes.

MESSRS. SCATTERGOOD & NOBLE of the old Dutch town of Albany have been in town as the guests of the Boston Bicycle Club for a few days. Notwithstanding mud and wind did prevail, they managed to get a taste of our sand papered surfaces that made them wish their lines had been cast Bostonward.

A WEEK before last we published in these columns a tabular statement of the number of pages and words of reading matter in the various American cycling papers of the previous week. This we did to show that as a newspaper the *Bulletin* compared favorably with any of its rivals. This comparison has called out various comments from our contemporaries, as was to be expected. The *Cycle*, coming second on our list, is content to take our estimate, as well it may be, for it has not been often, we opine, that it

has occupied that position during its brief career. — *Bulletin*.

CAPT. CLOUDMAN, of Rondout, started from Savannah, Ga., last Sunday in his twenty-four foot sloop "Outing," for a tour round the world. He goes in the interest of that enterprising monthly, after which his craft is named. We wish the captain as good luck as has so far attended the plucky Tom Stevens.

WE learn from the *Bulletin*, that the Schuylkill navy propose to devote three nights per week to athletics. Sparring will be made a prominent feature in these seances.

A CAPITAL hint comes from abroad to the riders of the Quadrant: Use vaseline and pure plumbago for the slides; it causes the long bearings to slide easily and "sweetly" over each other. Try it, ye Quadranters.

AT Sulgrave, England, may still be seen the family mansion of the Washingtons, and over the porch of the ancestral home can still be seen the coat of arms of the family which gave rise to the "Stars and Stripes, the flag of our country."

GEORGE D. GIDEON, of the Germantown (Pa.) Club, has heretofore held the "record" from Paoli to 52nd St. in 57m. 6s. A week ago F. Kohler broke the record by covering the distance in 55m. 1 s. Mr. Kohler is a member of the Pennsylvanias.

THE New Bedford (Mass.) Club, celebrated Thanksgiving by holding their first road race on that day. The distance covered was four and one-eighth miles, and the contestants finished as follows: Kempton Trepp, 19.10; Henry Ellison, 19.28; Walter Wade, 20.10; Albert Sazard, 20.20; Edgar Lincoln, time not taken. Prizes, a silver medal and a tool bag.

JOURNALISTIC enterprise! The paper containing the following, reached us Monday morning, 28 Nov. (is dated 1 Dec.) Nothing like being on time. "The Citizens' Bicycle Club, of New York, gave its first ladies' reception last Monday evening [28 Nov.] Ed.] at the club house, No. 28 West Sixtieth street. Among those present were: Mr. and Mrs. Richard Nelson and Miss Nelson. Mr. and Mrs. Frederick Bourne, Dr. and Mrs. Aitken, Col A. A. Pope, of Boston, Mass., Knight L. Clapp, J. C. Gulick, Frank J. Pool, Mrs. A. E. Sheldon, Mrs. L. N. Sheldon, Miss E. E. Broadhead, and Mr. and Mrs. Everett Clapp."

THIS is what the Pros. are up to, —

Morgan and Woodside will ride one hundred miles at a dollar a mile.

Prince and Shaw will ride twenty-five miles at Omaha, Neb. Shaw gets a quarter-mile start.

Morgan and Schock for a six days' wobble, to begin 19 Dec. \$2,000 or \$3,000 is stated as the stake.

After this race, the men will turn their faces toward old England and Dick Howell.

Old Country Talk.

SINCE my last letter, the agents of the cycle trade have fairly donned war paint, and a Protection Association has been formed in Manchester, with a committee comprising the leading agents in England and Scotland, while a meeting is shortly to be held in London either to form another kindred association, or to strengthen the hands of that already in existence. The makers are, I think, prepared to meet the agents, and naturally enough too, the interests of both being identical. At present they simply cut each other's throats for the benefit of the public, or that portion of the public which hunts with unceasing avidity that curious little beast of prey, the "discount."

OWING to the Newcastle Local Centre of the National Cyclists' Union deferring its meeting, the Council of 10 December is unlikely to have Mr. I. R. Hogg's motion for the abolition of the definition before it, and both sides are at present resting on their oars somewhat. Mr. Robert Todd, the Union's hon. secy., a good-humored, obstinate, little lawyer, with an enormous belief in his own sophisticated rhetoric, has allowed it to go forth that if the definition is abolished he will be one of the first to join a new amateur association, so you can see how the dovescots are being fluttered, and what strong measures are being adopted to exercise pressure on the weak-kneed delegates.

THE Stanley show will be held in February at the Royal Aquarium, Westminster, and is likely to assume colossal proportions. It will be followed in April by the Sportsman's Exhibition, in which his American friends will be interested to know Harry Etherington has a \$20,000 stake. This will be the biggest thing of its sort on record. The *locale* will be "Olympian" the new agricultural hall, and when I mention that Etherington's list of patrons among the sporting aristocracy of England totals up to about six hundred, you can guess there is something in it. I hear that Rudge & Co., Humber & Co., Coventry Machinists Co., Ellis & Co. and other leading firms will support Mr. Etherington's show, so that there is every reason to believe that the two exhibitions will both run on successful lines as regards cycling. By the way, Etherington is also running a dog show on gigantic lines, so large in fact, he tells me, that Dr. Rowe, of the *American Sportsman*, and Mr. Busby of *Turf, Field, and Farm*, will be absolutely unable to stay on your side of the Atlantic while it is on.

By the way, why do not your great firms send over some exhibits? No duty to pay, and with the halo of world records playing round the heads of the "Columbia" and "Victor" their place should not be left unfilled at Olympia. If Colonel Pope sends us Woodside, Rowe and Hendee, as well as their ma-

chines, we shall be doubly pleased, and no better introduction for wheels and wheelmen could be imagined than the exhibition of April next.

I CAME across that gay youth Webber, the other day, and he told me that he would not race next year. Two minutes after in that plain-to-ugly English of his, he swore he would do so. The fact is that the boy's heart is broken, because Furnivall says he won't ride next season. Illness has prevented Webber from meeting him this year, and it is the darling ambition of the Vectis crack to "whop" his old rival before retiring. If Furnivall rides you may depend upon Webber doing so. There are several of these sporting feuds well known to exist, and right glorious they are. The ex-amateur champion, C. E. Liles, who, save in the matter of boxing, is nowadays inclined to laziness, has one abiding determination, which is, that if G. L. Hillier ever trains again, C. E. Liles will follow his example, and "go for him." So may it be.

THE retreat from Moscow has been reduced to nothingness by the retreat from Coventry, which has just taken place. The *Bicycling News*, whose name is not too popular on your side, has now left out of its once numerous staff only G. L. Hillier, H. G. Kelly and A. C. Harmsworth. I have never been sparing of my criticisms on Hillier, to whom few men can say they owe a good turn, and who deserves nothing at my hands, but this I will say, that if ever journalistic retribution came upon a man with too bitter force, it has come on Lacy Hillier, who has twice of late resigned his position on the paper he edits. Thanks to the efforts of a perfect boy, who with some natural sharpness combines a total disregard for every one but himself, Hillier has been completely shunted from the editorship of the *News*, and A. C. Harmsworth reigns in his stead. The chorus of execration which the exiles from Coventry pour upon that gentleman's head is highly amusing, and supplies at least one bond of sympathy between Lacy Hillier and his journalistic foe,

"THE BARD."

Down South.

THANKSGIVING DAY.

THIS day has been looked forward to by a number of the Memphis Cycle Club, for the reason that the first road race ever given by the club was to come off, and a great deal of speculation as to who would be the winner. The course laid out was the best continuous stretch of seven miles we have, although it was in a rather rough condition, having been repaired in places in the last few days, it is also very hilly, and the time although not fast was considered quite good by those who ought to know.

The start was made at a little after ten o'clock, with the following men to contend for honors and prizes: S. W.

Hampton, Jr., C. H. Maydwell, Fred Trepp, R. W. Slusser, A. Friedman and Wm. Wood. Checkers had been placed along the route, to keep the teams off, and see that the men went the entire distance. Trepp took the lead and held it to within a half mile of the finish, when he was passed by Slusser, Hampton and Maydwell who held their respective positions to the finish, Slusser winning in 32.40 and Hampton second in 32.40½. The prizes were: gold medal to first and second, and a box of Koko tulu to last man. One of the medals was donated by Messrs. Johnson and Wood, and the other by the club; the box of tulu was given by the manufacturer, Sol Coleman. There was a large crowd out to see the race, and amongst them a great many ladies. President W. L. Surprise contributing largely on this score, having brought out three in a drag, and they were made a part of the board of judges. The races were very interesting, and the ladies seemed to enjoy them about as much as the men.

It might be interesting to some of your Southern readers to know how the men passed the three checkers. At the corner of Union and McLean avenues, Thomas Watkins checker, reports, as they went out, the men in the following order: Trepp, Slusser, Hampton, Friedman, Maydwell, Wood; corner of McLean and Central avenues, M. B. Shelly, checker, the order was Trepp, Slusser, Hampton, Maydwell, Friedman, Wood; at the turning point, race track, W. F. Yates, checker, Trepp, Slusser and Hampton dismounted about the same time, followed by Maydwell, Friedman and Wood in the respective order. On the return they passed Central and McLean, Trepp, Slusser, Hampton, Maydwell, Friedman, Wood; and at Union and McLean, they passed in the same order; at the finish they crossed the tape in this order: Slusser, time 32.40; Hampton, 32.40½; Maydwell, Trepp, Friedman and Wood.

THE club has now opened new club rooms, and are furnishing them up as well as their financial condition will permit. They are in central quarters, and it is hoped that they will be made a rendezvous for the members during the winter months, and thereby keep the interest up.

SOME interest has been manifested in Mr. Herring's "solution," but it is the opinion of some of our wheelmen, as well as your correspondent, that it is no *solution* at all.

THE club must have passed the crisis, as the weather favored them on to-day, when their road race came off, the first time since its existence.

SOUTHERNER.

MEMPHIS, TENN., 25 November, 1886.

[Do we understand that the seven (7) miles out and seven (7) miles back, 14 miles in all, was covered in 32.40?!! It reads so. — Ed.]



RUDGE TELEPHONE MAN.

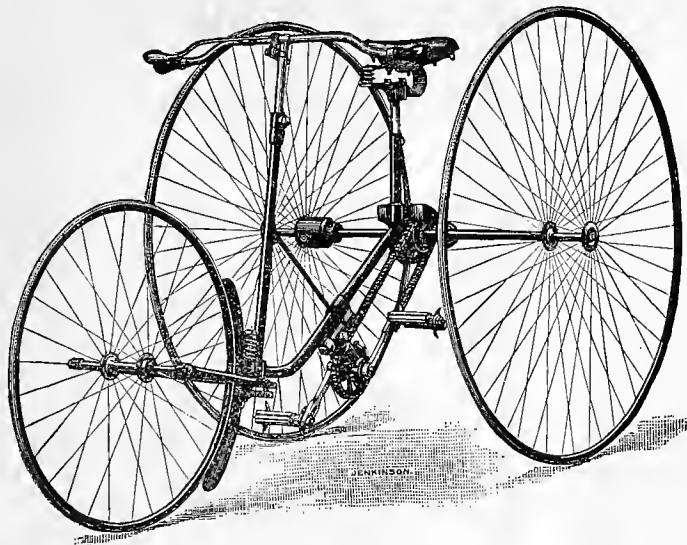
HELLO!

Just cast your eye on page
76.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

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— THE —
AMERICAN ★ CHAMPION

STILL IN THE LEAD.

TWENTY MILES ON A STRAIGHTAWAY COUNTRY ROAD

— IN THE MARVELLOUS TIME OF —

59 MINUTES, 35 $\frac{4}{5}$ SECONDS,

A WORLD'S RECORD.

50 MILES IN 2 HOURS. 55 MINUTES, 46 $\frac{1}{2}$ SECONDS.

THE AMERICAN RECORD FOR THE DISTANCE,

— AND —

— 100 · MILES · IN · 6 · HOURS · 1 $\frac{1}{2}$ · MINUTES, —

A WORLD RECORD, AND BETTER THAN THE AMERICAN TRACK RECORD.

All the above by S. G. WHITTAKER, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road records talk, then the AMERICAN CYCLES are the easiest running machines in the world.

— MANUFACTURED BY —

GORMULLY & JEFFERY,
CHICAGO, ILL.

CATALOGUE FREE.

St. Louis.

THANKSGIVING DAY was cold and clear. Several attempts at century runs were made, but a strong wind interfered. A paper chase on foot in Forest Park was followed by a number of wheelmen.

MESSRS. TIVY and Horn, of the Ramblers, covered 103 and 106 miles respectively last Sunday, the former in 12 hours including stops, or 9.15 actual riding time. Horn finished in 12 hours 45 minutes in all, starting at 5 A. M. I understand the Ramblers will ride a club century to-morrow.

MANAGER ATKINS, of the Columbia team, was in the city on Monday, on his way to the Pacific coast. In an interview he gave his opinion without hesitancy, that Hendee was a better man than Rowe. He also gave away a scheme, which record breakers about Boston had agreed upon between themselves, whereby the road figures were put up gradually, to enable each rider to secure as many \$50 rewards as possible.

THE *Post Despatch* devoted some space to a report that the Missouri Club would join the L. A. W., claiming that it had held a meeting for that purpose. There is no truth in the report, though the change has been talked of as the proper thing to do, before the coming League meet. The Missouris will entertain the wheelmen of the city with a "smoker," some time next month.

I FOUND the Ramblers comfortably fixed at their new place. It is a long store-room, provided with toilet conveniences, lockers and wheel racks. Relics of the former house beautify the front half of the room. The walls are abundantly hung with cycling pictures, among them being two crayons of Cola Stone and "Venus rising from the sea." E. N. Sanders, their newly elected secretary, resigned, and is now making a business tour of southeast Missouri by wagon.

BREVITY.

Reading, Pa. Notes.

A PARTY of wheelmen from Lancaster, spent Sunday, the 14th inst. with us. Escorted by delegations from the Ariel Wheel Club and the Reading Bicycle Club they made their way to Griesmersville, and a turkey and waffle dinner. The safety man of the party says that Stars and Victors must have wings concealed somewhere, judging from the way they got over the ground. We have now two thriving wheel clubs in this city.

The Reading Bicycle Club has a membership of about thirty active riders, among them Wilhelm and Schwartz, two promising fliers on the Star. The Ariel Wheel Club, though only organized in September is growing well, and bids fair to rival the old club in time. The average age is a little over twenty-five, and the average size of wheels used is about fifty-three inches.

The A. W. C. had a very pleasant run to the Oley Line last Sunday, 21st inst. Much to every one's surprise the president was the first one on hand, and what is still more wonderful, especially to "Cycle," he had brought his oil can with him and left his mastiff at home.

There is a short hill in Wernersville, which a great many wheelmen have attempted to climb while they have had the hill-climbing fever. No one yet has succeeded except Mr. Wilhelm on a 42-Star. A short time ago two members of the Reading Bicycle Club attempted it, and just as they were almost to the top the strap on one, and the handle bars of the other wheel broke and they were dished. They hope for better luck next time. What do you think of "Cycle" as a poet? See L. A. W. Bulletin, No. 21, Vol. III. Great, eh? OWLET.

Direct or Laced?

Editor Bicycling World:—To answer "Roadrider's" question briefly:—Laced or "Tangent" spokes make the most rigid wheel, but cause almost too much vibration for comfort. Direct spokes cause less vibration, but in nearly all makes are characteristic of unnecessary weight. The choice has thus been, heretofore, between lightness and rigidity on one hand, and great weight but less vibration on the other. Balancing one with the other, I incline to the light, rigid, laced wheel.

The objections to laced wheels have been largely removed by the improvements in the 1886 *Victor*. This wheel is as rigid as any. It is quite light—not excessively so—and it is very strong. In a word, it has all the advantages of the best laced wheels. In addition, it has the new hollow tires compressed into the rim. These two characteristics reduce the vibration in the most astonishing manner, and make the 1886 pattern *Victor*, in my opinion, one of the finest running ordinaries in the market. 5678.

Ducker's Defence.

Editor Bicycling World:—Under the above caption the *Bicycling News* of Nov. 13 publishes a would-be reply to my proposition to substantiate certain statements made by the writer relative to dealings with English amateur; and completely dodges the question at issue. Mr. Hillier has the audacity to make me an offer, after having clearly and plainly set forth the conditions under which such documentary evidence as is in my possession would be submitted.

Mr. A. J. Wilson, of London, to whom I agreed to send the letters, is too well known to have his word doubted. His word in England is above question, and would be accepted by any fair-minded, honest wheelman, and can be trusted to give the truth in the matter without fear or favor. In reply to Mr. Hillier, I claim that holding a full hand as I do, I also claim the right to show the same to whom I please, and when it best suits the

purpose aimed at. The proposition of Mr. Hillier to submit the letters to him is simply absurd, for as far as I myself am concerned, I would not, as the saying is, "Trust him as far as I could swing a bull by the tail." Having made the proposition in good faith, I shall not recede one *iota* unless it is proven beyond a doubt that Mr. Wilson is not a trustworthy person. In that event another person will be named by yours truly,

HENRY E. DUCKER.

[Mr. Ducker has made the above offer in the *Gazette*, now let us have done with the question, and let him carry out his offer by sending the letters to Mr. Wilson at once. — ED.]

Woodside and Morgan.

Editor Bicycling World:—There has been going the rounds of the cycling and other papers an absurd rumor that a quarrel has occurred between W. J. Morgan and myself, and as it originated in your columns through your Springfield correspondent please give it my full denial. My relations with Mr. Morgan for the past four years have been most pleasant, and my success last summer was due in a great measure to his efforts on my behalf. Our European trip will be under the "Senator's" management as I have every confidence in his abilities to transact our business far better than any other bicyclist. We sail in January and hope to hold our own while absent from America's shores.

Sincerely yours,

WM. M. WOODSIDE.

Morgan and Woodside.

Editor Bicycling World:—In a recent issue of your usually correct journal, appears a letter from your Springfield correspondent, in which he attempts to make capital out of an alleged quarrel between the American Champion W. M. Woodside, and myself. The usually fertile imagination of your correspondent (who is known to me) has this time found a veritable mare's nest, as a letter enclosed from my "high card" of the American Team will prove. Our European racing tour next year will be a grand success from present outlook, and we ask the sympathy and encouragement of the entire American press and cyclists, in an undertaking which is solely our own, backed by no manufacturer or agent. The three will sail on or about 13 Jan., and will rest for a short time previous to commencing training. Messrs. Howell and Company will have no cause "to hope for the superiority" he charges American riders of boasting of. We don't deal in boasts, but sufficient is it to say, that Woodside has ridden faster in competition than Mr. Howell ever rode. We prefer to wait and no "boasting" will be done by the American Team, who will endeavor to show the Britishers that Americans can ride on other tracks than Springfield.

Faithfully yours,

WM. J. MORGAN,
Manager American Team.

McCurdy's Record.

Editor Bicycling World:—Noting Verax in yours of 26 November, I heartily endorse his sentiments *re* circular referred to. One point I beg to correct him on, and that is on his information that "McCurdy was not paced for fifty miles." He very carefully looked after this point, and at no time was he without an *official* pacemaker within hailing distance. No pacemaker was run over thirty-three miles at any one time, and he was checked and a new pacemaker given him at the thirty-three mile point as well as the end of each fifty miles (see BICYCLING WORLD, 12 November, page 28.) The A. C. U. has a certificate from each pacemaker, showing exactly the distance he covered during the three hundred and five miles. I do not desire to contradict our friend Verax, but, as he well knows, the top men are pulled hard, and we merely give facts on McCurdy as above, with assurance that we are right, having handled the papers and studied the facts most thoroughly.

We have further looked over the remarks on the board of trade, and must say they are good. Would it not be a good idea for a few of our shopkeepers to unite in a resolution "not to recognize any money offered by those who have not earned it by certain rules."

VET.

He is not "Pencil"

Editor Bicycling World:—In your last issue your correspondent "Titnam" states that "The Owl" and a "Pencil," which stands for Eagan and Jenkins are at war." As far as I am concerned I would state that I am not a "Pencil"; that I am not at war with friend Eagan; that I have not for the past two months contributed a line to any cycling paper; that when I do I sign my name in full, and never have nor never will write under a *nom de plume*.

Respectfully,

FREDERICK JENKINS.

NEW YORK, 22 Nov. 1886.

H. D. Corey at Home.

MR. H. D. COREY returned last week from his annual trip abroad in the interests of Stoddard, Lovering & Co. His conclusion in regard to trade tendencies and the direction cycle construction is taking will be of interest. We find that in almost every particular his observations and sources of information have lead to the same conclusions as those of Messrs. Pope, Everett and Gormully. This but renders the opinions of each the more valuable. Mr. Corey says the ordinary bicycle will remain practically unchanged. That the weight will if any thing be increased slightly, so that a roadster will not weigh less than thirty-five pounds for a fifty inch. He recognizes that many makers have been fitting ball-bearing heads, and says: "I went into the matter fully, and almost without exception every manufacturer that I saw remarked that, in the first place, the ball

head was entirely unnecessary, as it only made the machine more complicated, thereby adding a greater risk of broken parts."

Spade handles are rapidly taking the place of all other kinds, and cranks are being kept at good length are the only things worth noting. In regard to safeties of the Rover type, Mr. Corey endorses the opinion recently expressed in the BICYCLING WORLD, and says: "This will be one of the leading patterns of machines for 1887, and as for its practical use on the road, the performance of Mills, of twenty-nine and a half miles in twenty-four hours, shows that for speed it is well up to the front; and I venture to say that before 1887 is over, that every road record will be held on this style of bicycle."

In tricycles he has evidently seen nothing very new that he cares to make public; but says that the makers are settling down to the bar-steering machine with about 26-inch front wheels and 40-inch drivers. He endorses the opinion of Mr. Everett, as stated in an interview published in the WORLD, that tandems will be made heavier and stronger next year. It is very evident that the Rudge Company are not likely to put more than two bearings on the axle, for Mr. Corey says: "A number of makers are putting four bearings on the axles, but I do not think that this is nearly as good as two, providing you can get your axle to stand. With the four bearings it will certainly not run as easily as two bearings, and, although it may strengthen the axle to a certain extent, it will take a much less strain to throw the four bearings out than if there were only two. I think that two bearings placed somewhat further apart, say about eleven inches instead of five, as before, would divide the strain without any increased friction." The English makers, like the makers here, are getting sick of records, and are coming to the conclusion many long ago arrived at, that the record business has been decidedly run into the ground. It can be stated that the trade has simmered down into a conservative state, and are turning their energies to the construction of standard patterns. They are casting aside the clap-trap of novelty, and ignoring complicated inventions. On the amateur question [What a stayer that question is] Mr. Corey had not much news to impart, other than that the racing men seemed to think that, in view of the recent suspensions by the N. C. U. they might just as well have come over to our tournaments this fall. They feel they were badly overreached by the N. C. U., which they accuse of purposely giving the American race meets a black-eye and set back.

WANTED. I want an agent in every city and town in the United States to handle bicycle sundries of my importation. I will give exclusive sale to dealers, making a specialty of same. Write now and secure agency. W. C. Boak, LeRoy, N. V.

'Are and 'Ounds.

IT was a cold, raw day (as usual) last Thanksgiving, an atmosphere not conducive to pace out of doors, yet the Massachusetts Club turned out a good lot of scorchers to participate in the hare and hounds chase on that day. W. F. Doane and J. C. Robinson were selected to carry the scent, and at 10.54 A. M. they were sent away. Ten minutes later the relentless hounds were let loose, and away they raced. The hounds were N. Ethier, W. A. Schockley, J. Chelius of the Massachusetts Club, H. H. Porter and W. W. Sheen of the Star Club, T. W. Leavitt, Jr., of Lynn, B. W. Gould of the Dorchester Club, and L. D. Whittemore of Somerville; on tricycles. Messrs. W. K. Lewis and John T. Williams of the Massachusetts Club; on a tandem tricycle, W. D. Hadsell and Capt. A. D. Peck, Jr.

The conditions were that the hares must finish at least five minutes ahead of the hounds in order to win. The hares left a good scent but took the hounds over a merry course, some part of which was very heavy with mud. Thirty odd miles was covered, and the hares finished at 12.58.30. The first hound in was H. H. Porter at 1.06.20, and then came, close after, W. B. Gould. This gave the hares the chase by a good margin. A good many of the hounds cried enough before half the distance had been covered, the mud especially raising hob with the tricyclers.

Massachusetts Club.

THE wind up of the November entertainments at the Massachusetts Bicycle Clubhouse proved a very successful ending to the programme. The gymnasium was filled to its utmost capacity last Saturday, and the audience enjoyed first an excellent exhibition of club swinging by Mr. E. J. Ether, then came Mr. Small of the Y. M. C. A. and a squad of seven men, and they gave a very good dumb bell drill, showing the Roberts system. Friendly boxing bouts then took place between the Ethier brothers, H. True and N. Ethier, J. T. Williams and W. T. Schockley, A. L. Daniels and Mr. Pomeroy. They were all capital exhibitions of skill in the manly art.

Brooklyn Bicycle Club 24 Hour Record.

MR. F. B. HAWKINS, of the above club, has again been successful in competing for the above record in beating the former one held by Mr. A. B. Barkman. Leaving the club room at 6.17 P. M. 15 Nov., the course was taken over Cumberland street, Flatbush avenue, Sixth avenue, Seventh avenue, Berkley place, Sackett Street Boulevard, Bedford avenue, the walks and drives in Prospect Park, until 5.45 A. M.

Mr. W. S. Mead accompanied him until 8.30 as pacemaker, with fifteen minutes delay in the mean time. Mr. E. D. Williams from 8.30 to 10.30, with five min-

utes delay. Mr. G. E. Todd from 10.30 until 12, when a stop was made at club rooms, having ridden sixty miles. Leaving again at 12.25, Mr. F. B. Jones accompanied him until 3.10, having ridden 88 miles, when another stop was made at club rooms, five minutes delay having occurred in the mean time. Leaving at 3.20 Mr. W. S. Vail accompanied him, arriving again at club rooms, at 5.45 having ridden 111 miles. A stop was made for refreshments etc., and another departure was taken at 6.42, Mr. Hawkins proceeded down the island alone, the arrangements made with pace maker during the day failing to succeed. Jamaica was reached at 8.10 with 124 miles. Three minutes stop made at Queens, five minutes at crossroads, ten minutes at Jericho.

Hicksville was reached at 10.30, with 142 miles, arriving at Amityville at 11.30, with 162 miles, the departure was taken at 11.35. Babylon was reached 12.15, 158 miles, where cyclometer was checked by hotel keeper. Five minutes stop was made at Bay Shore, three minutes at Oakdale. The return trip was commenced at a point ten miles beyond Babylon. Fifteen minutes stop at Bay Shore, arriving at Babylon at 2.30, with 178 miles. Another check was made by hotel keeper, and a departure taken at 2.36. A stop of two minutes made at Farmingdale, and Hicksville was reached at 4.30, with 193½ miles. Mr. Elmer Skinner now accompanied him as pacemaker, and the route was taken over the Jericho Pike, Mineola, and Garden City roads until 6.09 P. M. 16 Nov., when the final stop was made with a total of 207½ miles. The total elapsed time was 23 hours and 52 minutes, and riding time 21 hours and 15 minutes, with an average of riding 9.82 miles per hour. A disagreeable head wind through part of the day rendered better time impossible. The first record made by Mr. Hawkins was 202 miles on 11 Sept., Mr. Barkman having beaten this record on 11 Oct., with 205½ miles. Mr. W. I. Tichnor assisted by Mr. H. E. Raymond acted as judge and checker throughout the entire trip.

All Sorts and Clippings.

WHITTAKER is confined to his bed. He caught a severe cold while riding the other day, and it settled in his bones and muscles, so that he is unable to stand on his feet. His physician says that it is not at all serious, still it may interfere with his running for the twenty-four-hour record at present. As soon as he is through riding he will be placed in charge of the sundry and repair department of Gormully & Jeffery, a responsible position, as this firm monopolize the Western trade in matters of difficult repairs.

It was bitter cold on Thanksgiving Day in Chicago, not enough so, however, to chill the ardor of intending participants in the hare and hounds chase. The roads were in bad shape, and many falls made

the affair exciting, even if they didn't break any bones. Crennan was the first hare to reach Pullman, but Elect of the pack made the best time, one hour and ten minutes, which is the record, we believe.

THE Saturday morning's *Inter-Ocean* of Chicago has been tendered and has accepted the official organ ship of the Illinois Division L. A. W., and Illinois members are in high glee over it. Chicagoans thought they were simply left out in the cold when the *Sporting Journal* deliberately broke its contract with them, so the Chicago boys are happy at this solution of the difficulty.

THE Eclipse lamp, the best lamp in the market, fitted with spiral springs, and warranted inextinguishable. Price, full nickel, \$4.50. The Gem Lamp, the cheapest hub lamp on the market. Price, full nickel, \$3.00. Send for circulars. W. C. Boak, Le Roy, N. Y., sole United States agent.

ONE of the best selling articles ever produced is the miniature handle-bar for watch chains made by Flintham & Framp-ton, of Topeka, Kan. It is not any trouble to sell a dozen or more when you are among the boys of an evening. Write for terms to agents.

AN effort is being made, so 'tis said, to have an encampment on the Harrowgate style at Martha's Vineyard next year. Let us have the encampment, but let the spot be more central, and the surrounding roads more rideable. If seaside is wanted, why not a spot on the North Shore?

STALL has had an adventure. Scene 1.—Street in Allston, Mass. Enter Stall on Pony Star. Enter huge black dog (L. C.) Dog charges Stall and pony; result, collision, alarums, howls, cusses, broken spokes, torn breeches, and general demoralization. Stall arises, seizes piece of rock; dog takes hint and exit rapidly (R. C.) vanishes into open country, closely followed by the rock.

Scene 2.—Kitchen in house of owner of pup. Enter Stall (C.) who at once proceeds to talk turkey to said owner; shows torn breeches; exhibits hole in d—rs; displays lacerated cuticle; argues, argues *more* forcibly, argues *most* conclusively. Police court, imprisonment, and heavy fines loom up in the excited imagination of dog owner. Remorse seizes him, and he produces a \$5 note. Stall seizes the \$5 note, and exits (C.) in triumph and \$5 ahead. This is a fact; we saw the note.

THE last letter received at the office of *Outing* from their special correspondent, Thomas Stevens, is dated on board the steamer "Wing Sang," 4 October, in which the famous wheelman says, in regard to the last stretch of his journey: "I will not be able to find out anything definite as to my journey through China until I meet the consul at Canton, so cannot tell you anything now. I will, how-

ever, send full particulars to *Outing* from Canton as to the result of my interview with the consul. I am led to expect considerable difficulties about getting through China. Japan will, no doubt, be very delightful and interesting, providing I reach there before the winter makes it disagreeable travelling. This will, of course, depend upon my experiences in China. My next articles to you will be written whilst crossing the Pacific."

NAUGHTY Sadie Cooley and giddy Jennie Ayers, both of Bridgeport, Conn., agreed to skip the town in company with two gay Lotharios who do trick cycling for a living. William Harmon and George Beadsley are the names of these sweet youths. Harmon, Jennie and Sadie got away, but Beadsley was nabbed and held. Sadie, who is sweet seventeen, was captured in New York, and held subject to order of her "parients." All this we learn from the *New York Sun*.

THE Chicago club indignantly deny that they ran away from Mr. Morton and knowingly left him to the tender mercy of the Chicago roughs. They know nothing of what was threatened by or happened to Mr. Morton at the hands of the roughs. In fact, they seem to think Morton has an inventive turn of mind.

THE Plainfield Bicycle Club have quite a record to show on the close of the season of '86. We learn from a local paper that Mr. F. L. C. Martin won the Cooley medal for the greatest distance during the twelve months ending 31 October, with the remarkable record of 5,516 miles, and also the prize for the most miles in twenty-four hours, with a record of 202. Mr. C. W. Sanford won the first prize for the six months' record, with 4,023 miles, and was also second in the twenty-four hour contest with 190 miles. Mr. W. H. Milliken's record of 3,150 miles in six months took the second prize. Mr. Martin's record for six months slightly exceeded Mr. Sanford's, but the rules debarred his competing for both medals.

WANTED. The name and address of every bicycle dealer or agent in the United States. W. C. Boak, LeRoy, N. Y.

HARRY COREY brought home with him from England a new tennis racket, different from anything yet seen in this country. The frame is like the original racket, but on the inside edge of the rim is fitted a neat piece of steel, like the rim of a bicycle, it being perforated, allowing the catgut to pass through both the steel and the wood, and protected by washers similar to the tangent spokes. The racket is manufactured by the Centaur Cycle Co., Coventry, England, and is patented in this country. By this steel it keeps the racket always in shape, and prevents its warping and bending, and the strings rarely, if ever, work loose. The Centaur Co. intend to make arrangements to place it on the American market.

OUR readers will remember the sketch of the reservoir "well-house" in our last issue. The present occupant is, and has been for nearly twenty years, Mrs. Knowles. Every wheelman will acknowledge the kindness of this old lady in allowing and welcoming thirsty wheelmen to drink of the good water of "The Well." Captain Williams (Tricycle Div.), of the Massachusetts Club, made a tour the other day among the market men, secured a heaping basket of provisions of all kinds for the good dame, and sent same out to her. Now the Massachusetts Club have started a subscription, and will shortly present Mrs. Knowles with a good fat purse in further substantial acknowledgment of courtesies and expression of good will.

ARE you in for tobogganing? If you are then don't fail to cast your optic on Mr. A. T. Lane's advertisement on page 68. Mr. Lane is at headquarters, so far as that glorious winter sport goes, and so will be able to give us what is what in the line of toboggans. Send to him for catalogue, if you want to know how to build a slide, how to use it, and what you need for equipment. Mr. Lane can post you and fit you out.

MR. HENRY L. HISCOCK, a prominent member of the Massachusetts Bicycle Club, has lately been appointed to represent the German-American Fire Insurance Company of New York. This staunch company has a *net* surplus of \$2,133,760

all in quick assets, not a dollar being in real estate or mortgages.

Now, gentlemen, American manufacturers and controllers of American fliers, it behooves you, for the honor of the National Fowl, to send products and men to England in February in time for the Stanley Show. Why not?

THEY all like it! "Meadville, Pa. — The "History" is at hand. Many thanks. It has already proved of use to me. Some friends were arguing as to the date of the storming of Molino del Rey, during the Mexican war. Now, I was at that same battle, where, with 3,200 men, we beat Santa Anna and his 14,000 Mexicans, and claimed to know the date, but my friend, who was not born till two years later, knew better than I. We looked through a three-volume history of the United States, but failed to find the date. Your "History" came to hand, and in two minutes settled the question in my favor. I am not much of a judge of bindings, but the book has a solid, business-like appearance, as if meant to be read and handled. Some of the engravings of men and leaders whom I have often seen through the smoke of battle, warmed my old heart."

AMERICANS ought to be glad of the chance to secure all that a *litterateur* or a lover of art can wish in European market, through J. Moscript Pye & Co., of Glasgow, Scotland. To such we recommend a perusal of the advertisement on

page 68 of this issue. A careful reading of this advertisement will convince Americans that the Scotch firm cover a good deal of ground in this particular line.

FRED STEARNS, clerk for Stearns brothers, delivers groceries to a large number of his customers every day, on a Columbia bicycle. It is a familiar sight to see him gliding past our office, with his basket of groceries in one hand and guiding his machine with the other hand. We can also recall to mind Henry and Frank Fales and Frank Lincoln carrying strips of lumber and tools about on their bicycles. A Fales & Sons, builders, have seven men in their employ who ride to their work on bicycles, and are thus enabled to enjoy a hot dinner every day, though working a mile or more away from home. Three riders of Columbias in town, Messrs. Andrews, McPherson, and Valentine, all members of the L. A. W., have travelled over two thousand miles this summer on their machines, which is not an unusual occurrence among wheelmen. These few facts however, prove how useful bicycles are becoming. At first they were found to be health-giving machines, and now, besides this, are coming into use among business men, and found to be very useful, and readily pay for themselves in a short time.

STAR riders should have Carter's foot rest, and coast at ease, Howard A. Smith & Co., Newark, N. J., sell them.

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THE MOST GENEROUS OFFER EVER MADE BY ANY NEWSPAPER

**BICYCLING WORLD, ONE YEAR,
NEW YORK WORLD WEEKLY, ONE YEAR,
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This dainty book of 320 12mo pages is indispensable to every one as a work of quick and convenient reference,

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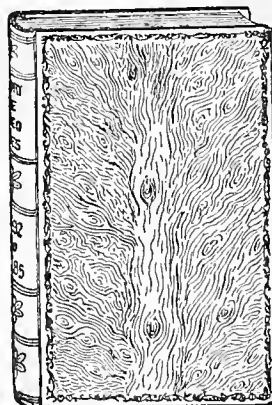
This History is upon an entirely novel and original plan, which makes it indispensable to every person, no matter how many other histories he may have.

It is arranged chronologically by years, from 1492 to 1885. Every event is narrated in the order of its date. These are not confined, as in other works, to political matters, but embrace every branch of human action. It describes under its proper date all important patents; all discoveries in science and the useful arts; fires, floods, hailstorms, tornadoes, cyclones, epidemics; accidents and disasters on sea and land; labor troubles, strikes and lockouts, and hundreds of other matters never mentioned by historians. Besides being a history in the ordinary sense, it is a condensed newspaper file for four hundred years.

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The Great Agricultural and Home Circle Newspaper,

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WILL exchange all kinds of Job Printing for 50 or
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JOHNSON, Printer, Suffern, N. Y.

FOR SALE.—One 1885, 58-inch Expert, full nick-
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nickelled, except rims, excellent condition, \$40; 50-inch
Standard Columbia, C. boring, painted, \$20; 52-inch
Victor, never used, \$100; handle bars, bells, saddles,
spoons, etc., see No. 26, Vol. 13, of WORLD. JAS. A.
STEAD, South Newmarket, N. H.

WANTED IMMEDIATELY, customers for
Wright & Ditson bicycle 46-inch, nearly new, \$15;
also Victor tricycle, good condition, \$55; correspon-
dence solicited. Address, COLUMBIA BICYCLE
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For Bicycles, or other use. Ma-
leable iron, four inches long; strong and useful. Price,
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FOR SALE. RUDGE RACERS. Attention,
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1 53 RUDGE RACER used twice.....\$90 00
1 54 " " " three times..... 90 00
1 55 " " " never used..... 90 00
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Saddle on backbone and all latest improvements.

Apply early. **STODDARD, LOVERING & CO.,**
152 Congress St., Boston, Mass.

WANTED.—The name and address of every
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BOAK, LeRoy, N. Y.

BICYCLES.—Send ten cents to W. C. Boak,
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LAMSON'S LUGGAGE CARRIER, the cheap-
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NOW IS THE TIME TO USE ARDILL'S LIQUID ENAMEL!

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BICYCLES and TRICYCLES.



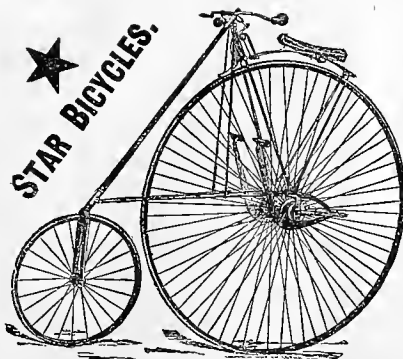
Hard as Marble. Dries Instantly, without
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impervious to wet, cold or heat. Will not crack, and is
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Volume XIV.
Number 6.

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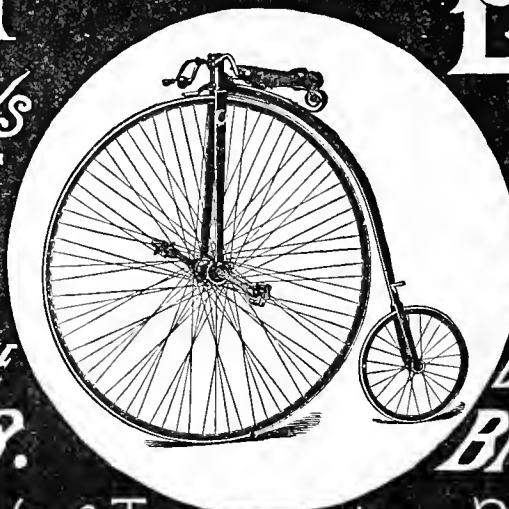
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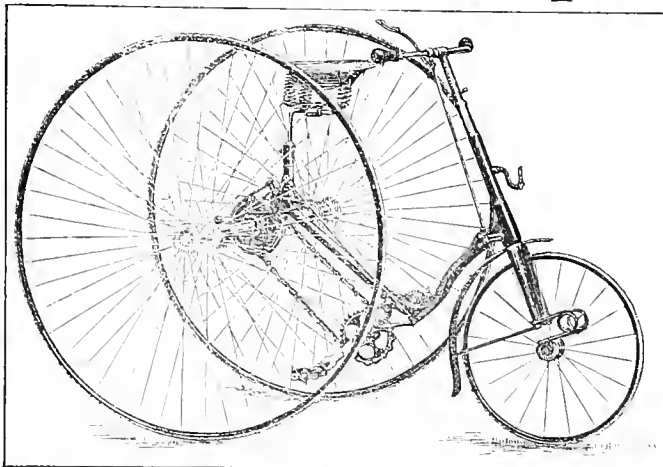
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On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

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179 Tremont Street, Room 63,

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C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 10 DECEMBER, 1886.

We did not smile much on Sunday last when we arose and found winter's cold mantle covering the earth. We must admit we prefer the clean hard summer roads to highways covered with snow. A cycle before a sleigh every time.

SOME disgruntled writer, whose home is in "the far free West," growls because

the *Bulletin* "preaches sermons." We join issue with our wild Western friend. If the preaching it objects to are the excellent and practical articles on Roads and Road Building the *Bulletin* is now publishing, we say to Mr. Aaron, keep preaching. No better use of the paper can be made than to educate cyclists and the public how to build and maintain roads and streets. No higher aim can be asked of the L. A. W. than to foster education tending to bring about that great and much-to-be-desired end—good country roads and good city streets.

ANOTHER individual grumbles because this same paper admits to its columns correspondence from England that treats of the amateur question in a way distasteful to his august self. Must the pages of the L. A. W. official organ be closed to any who do not believe in the infallibility of the amateur rule? Is it such a very dangerous doctrine, this anti-amateurism? Would the grumbling party exclude all such matter from the *Bulletin* in case he was at the helm? If so, then thank goodness we have a liberal-minded Secy.-Editor in charge.

WE would suggest that a joint meeting of the A. C. U. and the L. A. W. officials be held with the view of settling upon some plan that will encourage good racing next year. It is a duty both organizations owe to the racing men, clubs, dealers, and wheelmen generally. We hope no small jealousies will stand in the way of this suggestion being carried out.

THE *Wheel* will now indulge in some *Recreation*, and *Recreation* will take to the *Wheel*. Perhaps both will be the better for it. Brother Prial, we wish you success.

CHIEF CONSUL HAYES made a happy hit when he added to the dry work of cycling legislative work the creature pleasures of a good dinner. Although but fifteen of the Massachusetts Division officers attended, this number was in excess of the average. Not only did every one enjoy the sociability of the occasion, but more business was transacted than has been customary.

AN exchange says: The Minnesota Division, L. A. W., with only a member-

ship of 108, has had the courage to start a division journal.

WELL, it may take some courage to start a paper, but it takes something besides courage to keep it going. Courage is a fine thing—a most excellent thing; but it won't pay rent, get subscribers, convince men that their everlasting fortunes are made if they advertise in your paper, nor write articles, set type, make paper, run a press, nor pay the editor's salary. Too much of it may involve the courageous editor in a libel suit.

THE "substitute" Boston correspondent of the *Bulletin* would better satisfy Bostonians if he would not indulge in the silly twaddle about the Boston and Massachusetts Clubs being controlled by certain factions; it is a dead issue. The man who took Howard's place must be a cycling Rip Van Winkle, so to speak. Come back, Howard, as soon as you can, and treat of live issues. The "substitute" was not a happy selection.

WILL our readers kindly "look on this picture and then on that."

Cycle, 4 June, 1886.

"Are you coming down?" has been the question asked of us again and again the past week, in view of the action of our contemporary, the *WORLD*, whose price has been made one dollar. We have invariably answered, "No." This action on the part of our contemporary only goes to show that the *Cycle* has been giving it a very hard rub. We do not believe in cheapening our wares. We propose to make the *Cycle* worth a dollar and a half, and we have thus far had no trouble in getting that sum from our readers. The *WORLD* has always stood by its colors and refused to come down in price, even though every other cycling paper was put upon the market at a less sum. It did not strike its colors until the *Cycle* appeared. The meaning is easily guessed. We have got them on the run. We shall give you in the *Cycle* the full value of what we ask you in return, and we shall not go down to a dollar, for we think our readers want the best and are willing to pay for it."

Cycle, 3 Dec. 1886.

"The table is very interesting. It looks as if we were not giving as much to our readers for the same money as the *WORLD* is giving. We are glad that our contemporary did not enter into a discussion of the merits of the two papers, for perhaps he might fail to show why wheelmen have paid us \$1.50 for a paper that has fewer pages than one that sells for \$1.00.

But we are very much disturbed to feel that perhaps some one will think that we are doing less for our patrons than our older neighbor is. We shall not be able to sleep nights till this thing is right."

On and after this date the price of the *Cycle* will be

75 CENTS A YEAR.

It's worth more than that, but we do not aspire to be a millionaire. We are laboring for the good of wheel men. Our friends who are now with us shall have their subscriptions extended far enough to reap the benefit of this reduction. We do not intend to give to new subscribers any favor that we do not extend to the old."

* The table is one of comparison in which we show one fifth more reading matter than the School street paper.

The Dilemma of "Amateurism."

"LARS PORSENA," writing from London, 14 Nov., to the *Bulletin* of 26 Nov., predicts that at the December Council meeting of the N. C. U. at least fifty votes will be cast in favor of abolishing the "amateur definition," whereas at last spring's Council meeting the single vote for such radical remedy was cast by the "original abolitionist," Mr. J. R. Hogg. The latter's recent articles in *Wheeling*, the *Bulletin's* correspondent says, have been too logical for even the most ingenious advocates of amateurism to grapple with, and their chief reliance for votes will be "a threat to break up the Union if the abolitionist policy prevails." Apropos of all this, we reprint from the advance sheets of Karl Kron's history of the N. C. U. (in "Ten Thousand Miles on a Bicycle," to be published in January) the following summary of the facts and opinions which illuminate the present phase of "the irrepressible conflict" in England.

A writer in *Wheeling* of 11 Dec., '84, declared that the N. C. U. work had grown too large to be carried on much longer by honorary officers, without salaries, and added, "I am one who has long foreseen the eventual amalgamation of the C. T. C. and N. C. U., and consider that the wheeling world would benefit considerably thereby;" but no movement in that direction seems yet to have been attempted. The same paper of 24 Mar., '86, said, "The N. C. U.'s financial statement for the year '85 is eminently satisfactory and creditable, showing a balance of \$2,809, including the reserve fund of \$1,480. The Local Centres also have balances as follows: Birmingham, \$129; Brighton, \$27; Bristol, \$37; Glasgow, \$76; Liverpool (including grant of \$125), \$152; Manchester, \$14; Newcastle, \$92; Nottingham, \$9; Portsmouth, \$18; Yorkshire, \$23. Only the Edinburgh L. C. appears on the debit side (\$43), though the Devon and Cornwall L. C. does not appear to trouble about accounts." Six months later *Wheeling* sings a different song, thus (6 Oct., p. 406):

"THE N. C. U. IS PENNILESS."

That is the *bonne bouche* of a fact which the Executive has just presented to us in the shape of an announcement stowed away in a corner of the current issue of the *N. C. U. Review*. The championships of '86, instead of resulting in a handsome profit to the Union, as they have done in previous years, and as they should have done this season, have been the means of involving that body in a loss of no less a sum than \$750,—thus swallowing up the annual subscriptions of 3,000 clubmen. The reserve fund still remains (\$1,743); but there has been gross mismanagement somewhere. The idea of \$750 loss on such racing as we have had this year is too wicked for words. As proof that we speak by the book when we say that this conversion of income into loss is unnecessary, we hereby offer, on behalf of

Harry Etherington, to pay to the Union \$500, in consideration of his being allowed to farm next year's championships of the N. C. U., with the same men to ride, and all the

NONSENSE AND FLUMMERY

of the past season, with its twelfth hour suspensions, swept away."

Thus is introduced an argument to prove that the Union must either abandon its pretended function of social censor,—must cease giving any support to the roaring farce called "Amateurism,"—or else must be torn in pieces by the horns of an unavoidable dilemma. "At the very moment when the hearty support of all the clubs will be necessary to help the Union out of its difficulty, the Executive find themselves forced by the pressure of public opinion to throw aside their long sloth, and deal with their so-called 'amateurism,'—thus raising a storm at once, and rendering it unlikely that the necessary funds will be forthcoming. If the Union is to be respected, it must publish its edicts and not shrink from its responsibilities. For this purpose, it must be thoroughly backed, financially and morally, by its *clientele*. And here's the rub. There are too many crying evils, interesting to the non-racing thousands of the Union, to justify their money being thrown away in fighting perhaps a firm naturally incensed that the promateur in their employment has been taken and the promateur in another employ left." This latter phrase alludes to

PROBABLE LIBEL SUITS,

brought in behalf of "suspends, whose names may be officially 'pilloried for the sentimental and certainly not moral offence of promateurism.'"

Wheeling says that if the N. C. U. Executive would only have courage enough to suspend and publish the names of racers who have "roped" (*i. e.*, sold out for bets) or "swindled clubs out of entry fees," with the connivance of Local Centres, "it would gladly start a defence fund" to protect them from the libel-suits of such sinners: but that, if they get into trouble by trying to bolster up so sorry a fraud as "amateurism," "it will strenuously oppose the voting of any money for them from the reserve fund,"—a fund laboriously accumulated by voluntary subscriptions, "to enable the Union more effectually to take legal proceedings for the protection of riders, and for other purposes." *Wheeling* will also oppose any attempt to increase the membership fees from 25c. to 62c., "for many of the clubs are themselves run on fees of only \$1.25"; and urges that a proper device for raising money is to establish a racing register, with an annual entrance fee of \$1.25, and thus force all the racers to help pay for the trouble taken in their behalf. It says that this has been done, hitherto only by the "fliers," whose presence at the championship meetings has produced the gate-money which has kept the N. C. U. alive; and it condemns

the special meanness of enforcing the "amateur rule" against these men at the end of the season, after "playing them for all they were worth" before the public, instead of at the outset of the season, when the proofs of their offences against "amateurism" were just exactly as complete and well-known. "At the spring Council meeting of '86, all parties were agreed that a time had arrived when one of two roads must be taken,—that the existing anomalies of amateurism must come to an end,—that the law must either be enforced or abolished. By a practically unanimous vote, the Council declared in favor of enforcing it; and undertook the impossible task of transforming a sham into a reality. Why, then, did they reinstate all the suspected riders within a week after suspending them? Because they absolutely did not dare to face the consequences of a rigid adhesion to their edicts. If they are suspending men now, it is only because, having served their purpose at the championships, the racing season is over, and they imagine that before another season comes round

'SOMETHING MAY TURN UP'

to smooth and allay the irritation which they know their action will create. The members of the Executive are not fools; they are probably the ablest men the cycling world can boast of; but they have a problem before them that the brightest intellect in their midst will not solve. If they stand still, amateurism is a joke and the Union a by-word; if they go forward, they must suspend every man of note and begin next season with a host of men the public would not walk a yard to see, besides having to fight against a combination of the enormous attractions they will have tossed away. Why should they do it?"

Such is the dilemma as stated by J. R. Hogg (*Wheeling*, 6 October, '86), in the first of a series of full-page articles which prove, by relentless logic, that the only real remedy for underhand evasion, and open defiance of the "amateur law," is the utter abolition of that law. He says, "We want to see the Union legislate for cycling as a whole; to recognize it as a great sport, and not as a class distinction. We want them to act with a firm hand upon the real evils, which are only too apparent, and not to manufacture others. We want them to give up the ridiculous task of forcing the nature and requirements of the racing world into harmony with their laws. We want them to shape their laws in harmony with the racing world. . . . The members of the Executive must surely know that as long as the maker is willing to pay for a riding advertisement in the amateur ranks, there always will be those who are willing to accept the payment. Is it reasonable to suppose the maker will ever be blind to the splendid advertisement of a man winning races all over the country on his machine? Is it reasonable to imagine

that the average champion will insist on paying his own expenses, and

DESPISE A SUBSTANTIAL ADDITION

to his ready money? Time will prove all things; but to us it appears as clear as daylight, that suspensions of makers' amateurs in '86 will clear the way for a new crop in '87, and suspensions in '87 will make room for more paid men in '88. The prospect is not an inviting one. There is no state more intolerable than to be incessantly at variance with our fellows, in whatever sphere of life it may occur. The Executive is setting out on a policy of discord, of enmity, and of bitter and acrimonious strife of which no man can foresee the end." Similar to this was *Wheeling's* advice of 16 Sept.: "We say to the Union, 'abolish the definition!' but we also say, pending that abolition, 'Do not be so unjust as to suspend a score of crack riders for committing a sin which only a trifling minority of your clients consider a sin; and do not be so impolitic as to ruin your exchequer for next year by suspending the men whose grand performances bring the public to your championship meetings.'"

The contempt which the general outside public must needs feel towards this "whole silly-Billy business,"—of pretending to maintain impossible social distinctions, under the guise of "regulating the sport,"—was shown fairly well by a sarcastic article in a London satirical weekly (the *Bat*, 6 October), from which I quote the following: "Perhaps the natural snobbery of the British middle classes has never been more thoroughly exposed than by the institution of the extraordinary sentiment known as 'Amateurism.' The origin of it is lost in obscurity; but the fact of its existence has been made patent of late years principally by the total disregard of its laws by those popularly supposed to be its devotees."

Woodside and Morgan Race at Minneapolis.

LAST Saturday these two men raced fifty miles at the Washington Rink, Minneapolis. Over one thousand people witnessed the event. Woodside was the first to show up, and was cheered to the echo, as he is quite a favorite in this Western city. At 7.55 the men were sent on their long journey. The first five miles Morgan finished first in the good time 15.23. Woodside was about a rod in the rear at this point, but here he put on a spurt and passed Morgan, keeping the lead for twenty-nine miles. Here Morgan made a wild rush for the lead, and succeeded in gaining a lap on the Irishman. At the thirty-eighth mile Woodside put on speed, and after going two miles more he had Morgan collared and passed. From this on "Woody" put all into speed that was in him, and so fast did he go that Morgan could not catch him. Woodside finished first in 2.46.50, with Morgan about forty yards in the rear. The men both seemed pretty well pumped at the finish, though Morgan showed it the most.

HAVE you sent in your "guess" to *Outing* as to date when Tom Stevens arrived at Yokohama?

ALSO: have you sent in your order for our prize premium? The proverbial hot cake is not being taken much faster.

NEXT to a slide down a smooth hill on a cycle, a slide down a slide, on a toboggan, is the most delightful. The only drawback of tobogganing is the drawback up hill again.

MORGAN wants to show Chicago how to have a race meeting, that is not a fizzle.

THE Pros. won't let Mlle. Armaindo into the night and day race, to be run at Minneapolis soon, unless she ponies up \$1,000, and so Louise is put out.

THE Massachusetts Club will have another ladies' night, 18 Dec., and give an athletic entertainment on the evening of 6 Jan.

THE *Bicycle South*, that wide awake southern monthly, devoted to the interests of the sport, comes to hand this month as chock full of interesting matter as usual.

LATELY we had occasion to have correspondence with one of the leading daily papers of the United States. In reply to a question propounded by us to this paper we received a reply, "We were not aware that there was any other cycling paper in America." Ah there!

Land and Water (England) is willing to stand "an even" that Richard Howell of Coventry can wall up W. A. Rowe, of Lynn, in case these two men come together. The American will not lack backers when the time comes.

THIS same authority takes a "Hillierish" view of the late records made at Springfield. From personal observation, we know Rhodes twenty-one miles, four hundred and fifty yards was done, and though we did not have the good fortune to see Rowe do the twenty-two miles, one hundred and fifty yards, yet we are as satisfied that he did it as we are of the performance we witnessed.

THE question arises who will F. Wood find to compete with in Australia? Rolfe seems to have captured the one mile championship in 3.25½, and a five-mile race in 19.9½. Certainly, these are figures which will not appal the doughty Fred. We think James, even, can get away with champion Rolfe.

THE Calumet Cycling Club, of Brooklyn, E. D., is a young and thriving club. The officers and members are: Robert Mabie, president; Walter Bonner, vice-president; J. W. B. Quail, secretary; Irving G. Davis, treasurer; N. L. Willis, captain; C. W. Richards, lieutenant; R. Pierrepont Hamilton, F. B. Hesse, John R. Ryon, Robert L. Jones, John Schuller, L. R. Stone, William Scheffeld, F. W. Montgomery and William Washburn. The uniform is exceed-

ing natty, being black with "hussar" braiding and silver buttons. The club has applied for admission to the L. A. W.

"TIMEAS TOMPKINS" was the subject of a humorous lecture delivered by Mr. N. F. Miller before the Ilderan Bicycle Club, of Brooklyn, lately. The stereopticon was brought into use to show the difficulties and the mishaps "Timeas" met with in having to ride a bicycle. The slides were all the work of Mr. Miller, who never lost a chance to catch a wheelman "in a queer position." Complicated headers formed an amusing feature in this novel lecture. It seems that Messrs. Hall, Farr, Mettler, Denison, Green and Savoy all figure in these slides in various "amusing postures."

SOME time back we had to point out the lack of arithmetical knowledge owned by the editors of the "BICYCLING WORLD." We regret to have to do so again. Commenting on a piece of information which they take from the *Standard*, termed by them a "corker," whatever that may mean, concerning a flight of one hundred and eighty miles in three hundred and forty minutes which some carrier pigeons are credited with, they say: "This speed is equal to more than two miles in the minute." No, "B. W." we think not. If you get a pencil and a piece of paper, and will study the sum, you will make the result rather differ, to that. "If you don't at first succeed, try, try again."—*Bicycle News*. Lay this error to careless writing please, we meant to say, a mile in less than two minutes, or to be exact a mile in 1.53½. Excuse us, *B. N.* A "corker" is a "whopper" or what *B. N.* considers all statements of American records. Do you savey?

NEXT season in England it is proposed to form a cycling photographers' touring club. The name implies the motive, and the possibilities of enjoyment from such an organization are limitless.

SUCH a reputation has Dan Albone's Ivel acquired, that unprincipled second hand dealers in London are revamping old safeties of other makes, and advertising them as genuine Ivels. Even his name plates are being forged. Dan is after the rogues with a very pointed stick. He says "I've l root these chaps out, root and branch." (Joke à la C-c-e.)

THE English papers speak of Lester and Alden's double trick performances as being good, but they are warned that in the "after piece" representing a novice learning to ride, some of their antics are a bit too suggestively broad.

WE are requested to set a wrong impression straight, in regard to the polo match between members of the Boston Club. The match is only gotten up for the pleasure and amusement of club members and their invited friends. That fly "substitute" *Bi Cy* in the *Bulletin*, gave wrong impression, much to the annoyance of the club men.

THE ladies, God bless them, seem to be

working into club life pretty well in England. We read the following notice in the *Times*. "The next ladies' smoking concert of the Silver Cross C. C. will be held at the St. Stephen's Restaurant, Bridge street, Westminster, S. W., on Thursday, 25 November." Is this a guy or is it "real truly?"

WE note also, that the West Road Club, of London, admits lady members who participate in all club runs. We must say, we hope to see the day when the fair sex in this country will be in sufficient numbers to make mixed clubs a common thing.

THE Lynn track people have adopted "Excelsior" as their motto. They are not by any means discouraged, but are more than ever determined to make their venture a big success. Such men as Carroll and his assistants are not very easily disheartened.

THE Wheel Board of Trade held their first meeting at the office of the Pope Manufacturing Company in Boston. The officers elected were John Reed, chairman, and W. B. Everett, secretary. These two gentlemen, together with A. H. Overman, will form a committee to draft articles of association, etc. The object of this association is to further the interest of the cycle trade, and prevent impositions in the way of discount, and correct other abuses that have become prominent in the trade.

WESTFIELD (Mass) cyclists have got the home trainer fever. As they cannot ride out of doors owing to stress of weather and bad roads, they propose to do some record work on stationary wheel. Robert Blinn has done the quarter in nineteen seconds and claims the mile in 1.38.

THE Philadelphia Fencing and Sparring Club have probably the finest quarters in the world, devoted to these two scientific sports. The gymnasium in this building is 52x102. All the modern conveniences of a first class club are furnished.

THE Lancaster (Pa) Club now numbers sixty members' and is still a-growing. Pennsylvania is getting to be quite a cycling state, it outranks Massachusetts in the number of L. A. W. members, and stands second to New York on this basis of figuring.

WE are trying hard to get at the facts as to whether Rowe will go to England to race Howell. Sometimes we are advised that Rowe stoutly denies his intention of going abroad, and then again we are told (*sub rosa*) that he will. As far as we are concerned, we hope Howell will come here. "There's millions in it."

WE are in receipt of an excellent photo of "Senator" Morgan, taken by Oswald Bros., Minneapolis, and for which we return thanks to ye "Senator."

THE cyclist of tobogganing proclivities

rejoiced last Sunday at the exceedingly liberal fall of the pure and undefiled snow. There is no loss without some gain. So now we put our cycle away for the winter, and sigh sadly at recollections of past pleasures a-wheel, then we turn to our toboggan, wipe away our tears of regret and make a bee line for our favorite slide.

MR. DUCKER is reported as stating that he will not hold the office of President of the Springfield Club. He says he wants quiet and more time to enjoy his Marlboro tandem, with Mrs. Ducker as partner. Lawton is looked on as a strong candidate in case Ducker absolutely refuses.

WILMOT and LESTER are out West on a starring trip, and are doing very successful and satisfactory work in their special line.

ROSE MEADOWS, in *Wheeling*, speaks of a young lady of sixteen, by name Edith Allen, who has a record of 13.74 miles on her tricycle. Most of this distance was accomplished in riding to and from school.

IN the person of F. X. Spranger, jr., Detroit thinks they have got a man who will make the fliers hustle next season. They make their calculation on the fact that Spranger has made his mile in 2.49 without any training. That does give promise of something fast certainly.

How happy should the Cyclist be who has not to struggle against the thick-headedness of ye city politician, as is the case in New York. How happy should the cyclist be who has good wheeling surface outside park privileges. We sympathize with the Gothamites, and rather fear if our wheeling tastes were put to such a test we should not think so much of cycling as we do.

WE have been wondering of late what had become of Elsa von Blumen. We learn through the *Critic* that the blooming Elsa has been racing in Georgia. "One of the events on Thanksgiving day in Macon, Ga., was a 50-mile race on bicycles between Miss Elsa von Blumen, of Rochester, N. Y., the champion long-distance female bicyclist of the United States, and Robert Brantley, of Macon, champion long-distance rider of Georgia, which took place at Base Ball Park in the afternoon before a good crowd. A rain the night before and a cold north wind made racing on the heavy track very disagreeable, and the onlookers were not overly comfortable themselves. Darkness put an end to the race, Brantley leading with 48 miles to his credit, while Miss von Blumen, who had retired earlier, only had 42 miles scored. One of the most exciting races ever held in this section was run by the same parties on 29 November, the time being twenty-seven hours, commencing at one o'clock P. M. on the 29th, and ending at four o'clock P. M. on the 30th. Great interest was taken in the race, but as the course was

in open air and the weather cold, many rests were taken by both of the contestants, which accounts for the number of miles being so small. Brantley again came out victorious, making 170 miles and 1 lap to 163 miles 4 laps made by his opponent, the track being laid off in laps of one-eighth of a mile. Both were badly punished by the exposure, and being the longest ride ever made by Brantley, his friends are jubilant over the splendid record for staying qualities he exhibited."

A NEW YORK cyclist was lately in Boston, and while in one of our club-rooms, preparing to take a spin over our good surfaces, was asked by his Boston friends where he would like to go. "I should like to go to whiskey straight," said the Gothamite. "I don't know any such place," said the Bostonese. "Don't know where it is? It's somewhere near Boston," was the response. "There's certainly no place of that name about here," asseverated the local cyclist. "Well," returned the nonplussed New Yorker, "it's something like that name, anyway. It's some straight drink." "Oh," exclaimed the Boston man, "perhaps it is Jamaica Plain?" And he hit it right.

THE *Wheel World* has a long article giving the history of a man who for years was a sufferer from rheumatic gout. He survived the manipulation of nineteen doctors, showing no permanent improvement. The twentieth doctor, after a preliminary treatment, put his patient on a tricycle; and, though at first excruciating pain was endured, by degrees, and eventually, it caused a complete cure. We know this sounds a bit like a patent medicine ad, but that the experience is a genuine one we believe, because of its source. It should set our old rheumatics to thinking and acting.

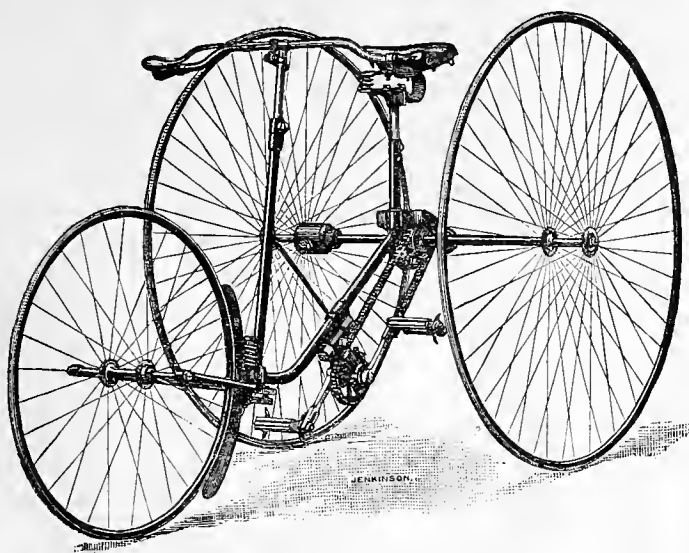
W. W. STALL will start on a trip next week, wherein he proposes to combine business and pleasure. The first objective point will be Smithville, "the home of the Star." He will spend several days there, and the result of the visit will be a large order of Stars for 1887 that he will present to his patrons, particulars of which will be given the readers of the *WORLD* in good time. After this bit of business is disposed of, Mr. Stall will give his time and attention to photography, and, in order to become well posted, will spend a week or two among the photographic dealers in New York and Philadelphia. Then he will fly South and visit Baltimore, Washington, Norfolk, and any other spot his fancy may dictate. That Mr. Stall will bring back some rich specimens of the photo art, results of his own skill, goes without saying. Mrs. Stall will accompany him.

THE cycle thief is once more on the rampage in England, the latest exchanges from over the water have accounts of the exploits of these uncomfortable members of society.

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

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TWENTY MILES ON A STRAIGHTAWAY COUNTRY ROAD

— IN THE MARVELLOUS TIME OF —

59 MINUTES, 35 $\frac{4}{5}$ SECONDS,

A WORLD'S RECORD.

50 MILES IN 2 HOURS. 55 MINUTES, 46 $\frac{1}{2}$ SECONDS.

THE AMERICAN RECORD FOR THE DISTANCE,

— AND —

→ 100 · MILES · IN · 6 · HOURS · 1 $\frac{1}{2}$ · MINUTES, →

A WORLD RECORD, AND BETTER THAN THE AMERICAN TRACK RECORD.

All the above by S. G. WHITTAKER, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road records talk, then the AMERICAN CYCLES are the easiest running machines in the world.

— MANUFACTURED BY —

GORMULLY & JEFFERY,
CHICAGO, ILL.

CATALOGUE FREE.

St. Louis.

THINGS are frozen hard in this region, and riding is stopped, though the pounded snow will not prevent a few from venturing out to-morrow. Cycling topics are quiet. A. K. Stewart's application for membership in the Missouri Club has caused a sensation in the Rambler's Club, of which he is a member, though he cannot remain one according to their rules.

THE Ramblers are in fine shape after their century run, and no bad effects occurred. The difficulty of the ride is not appreciated in the East, but the condition of roads and weather should be considered.

BURLEY Ayers has written to friends here suggesting a caucus to decide upon some plan to pursue for the entertainment of visitors to the next League meet to be held here. Ayers wants to see, Iowa, Wisconsin, Illinois and Missouri combine in the work, and his plan meets with favor.

WHITTAKER was to have been in town to-day, but has not been seen. Whit, who has a number of friends here, will probably meet Percy Stone and decide with him upon some plan for a series of three races next year. The latter talks that way.

THE *Post-Despatch* and *Bulletin* are having it up and down, the former charging the latter with extreme verbosity, and Editor Aaron bringing the *Post-Despatch* to task for untruthfulness. In a "windy" way it cannot be worse than six of one and half a dozen of the other. The publication of Editor Aaron's private letter was a serious breach on the *Post-Despatch's* part. BREVITY.

Chicago.

I SUPPOSE that I am as unpopular as any member of the Chicago Club, because I have handled it frankly and without gloves in my correspondence. Whatever I have said about this club that was not strictly in accordance with the facts, I wish to publicly apologize for; at the same time saying in my own behalf that there was nothing personal in my remarks, nor have I had any feeling other than the kindest. My remarks have been simply those of a paid correspondent with a motive to arouse the club, if he could, from the seeming general desire to live on the traditions of its glorious past without any disposition to look out for the future, or keep pace with the busy times of the present. To any of its members who think I have overstepped the mark of discretion, I have only to say that I have been perfectly sincere, and have had no spite towards any, nor any ambitions in the way of personal emolument to cater to.

WHEN I came to this town, I was at once struck with the magnificence of its cycling resources, and I had a sort of veneration for its principal club on

account of its connection with early and historical movements. It is not surprising, then, that my first introduction to the Chicago club-rooms were a disappointment to me. It was perfectly apparent that the club was in no condition to do what it ought, and what its venerable name would lead an impartial on-looker to expect, for the sport in general in this town. Hence, my ideas at once found expression, and in language of as straightforward-the-shoulder kind as my vocabulary embraced. And I believe that my remarks have been instrumental, if only in a small degree, in arousing the club to an activity in striking contrast to its former indifferent condition.

FOR the club has at last nominated a ticket that is an unmistakable evidence that business is meant. It is headed by Mr. R. P. Gormully, who is well known as a successful and reputable business man, and of an experience that will be greatly conducive to the much-sought-for end. For vice-president, the name of J. C. Ellis, the Chicago manager of the Ivison, Blakeman & Taylor establishment, adds a great deal of strength. This gentleman has always manifested an active interest, and is a constant and enthusiastic rider. The rest of the nominees are young men whose zeal in the past, is a sure indication of good work from them in the future. Mr. F. A. Ingalls steps from the secretaryship to the captaincy, in place of Capt Van Sicklen, who refuses to again run, and the former's position will be filled by Mr. R. E. Schmidt. The nominees for librarian and quartermaster are Messrs. H. P. Bishop and Sam Wright respectively, and both of them have shown the metal they are made of before this. The latter has been librarian for some time. Sam is a very busy man, being secretary of a large printing corporation, but he has always found time to quietly creep into the club house of a night, when the rest of us, on account of inclement riding weather, were constrained to hie us to our festive spouse, or perchance to the entertainment afforded by our dashing and inimitable Chicago demoiselle. At such times he has put in great licks and made the papers, scrap book, and register of the club an exceedingly important feature. Well, we have the ticket, a good one, and we are now in a position to look forward to a brilliant future, in which the luxuries of a suitable club house and a large membership seem near enough at hand to be almost realizable.

BURLEY AYERS, when you talk about monopoly, comes prominently to the fore. He is chief-consul of this State, secretary and treasurer also, as well as L. A. W. tour-master. I understand Sam Wright will relieve him shortly of the secretaryship.

ED. WILCOX has just returned from a four months' trip South, and reports that

the sport is looking up down there, and new riders are being made every day. He tells a funny story about having refereed a fifty-mile race between Bob Brantley, of Milledgeville, Ga., and Elsa von Blumen, in which the former was beautifully beaten, and became a professional thereby.

WHAT do you think, Mr. Editor, of Mr. L. J. Bates, familiarly known as President Bates, for the next Executive of the L. A. W.? [None better. — ED.]

THE chief consuls of the neighboring States are soon to visit St. Louis, to consult there as to the best mode of making the League meet at St. Louis the red-letter day in its history. St. Louis generously extends the hand of good fellowship, and proposes to give us all a chance in doing the host to the east.

VERAX.

Spokes in the West.

BARRING Chicago, this is the great cycling city of the West, and make no mistake about it. Your readers have no idea of the popular esteem in which the modern means of locomotion is held in Minneapolis. The great cycle activity in this city, like in most others, has been brought about by the racing fever which struck the town when the professionals struck here. The six-day races have taken a deep hold on the mixed population, and it is a common thing to see Swedes and Danes shout and get excited at a race meeting in common with the Irish, English, and Americans.

THE great cycle emporium of Heath & Co. seems hardly able to keep pace with the demand, their large armory hall and salesroom being constantly besieged by either purchasers or "anxious inquirers." The wheels chiefly used are Columbias, with a goodly sprinkling of Champions, Victors, and other makes scattering. The old and young ride; and while out for a stroll I frequently count dozens of cycles propelled through the business streets by shrewd-looking Westerners. Eck and Woodside, the professionals, were the pioneer men to introduce racing here, and they deserve credit.

W. M. WOODSIDE arrived here Monday, 15th, and was met at the depot by a crowd of admirers, who gave the American champion "three and a tiger." The Irish-American looked well, and seemed to have put on some dozen pounds of avoirdupois since his Springfield record-breaking engagement. Woodside says he did nothing at Springfield besides writing love letters and picking his teeth, owing to the weather caprices. He will take a trip to Wahpeton (Dak.) shortly to see what the cyclones and blizzards have left of his property there, consisting of some half dozen lots, which are located in close proximity to valuable iron

mines. A shiny plug hat and mammoth sealskin coat now adorns the form of Howell's rival — a rare form, by the way, which Howell will find out to his sorrow when they meet, which will be in April next.

THE six-day races recently held here (forty-eight hours, eight hours per day) was remarkable for the excellent record, 740 miles, made by the winner, and Schock now feels glad he did not accept the "defy" hurled at Prince and himself by the winner last winter for five hundred dollars. The veteran Harry Higham came on from Washington, D. C., leaving the destinies of his cycle shop in the capable hands of W. L. Crist, his clever little partner. Harry was not in first-class form, but astonished his more youthful competitors with rare bursts of speed.

THE ex-champion John S. Prince has at last gone into forced exile in the far State of Nebraska, making Omaha his headquarters. By what I hear, the once great spurter and blower maintains himself by running a school for beginners in the Exposition building of that city. Mr. Prince generously offers his brother pros. a percentage of the net receipts to come to Omaha for an eight hour per day wobble. Considering said Prince is interested financially (manager by contract), as he writes, in the scheme, and will take his chances in the race or races, you will readily observe that "Jack" has lost none of his old-time cunning. I would sincerely wish to see the ex-champion do well in the far West and redeem his Eastern career, but I have my doubts of his reformation.

"SPOKES."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Records and their Acceptance by the A. C. U.

Editor Bicycling World: Regarding this matter of the proper acceptance of records, I am inclined to think that both the press and correspondents generally have an erroneous idea. The rules of the A. C. U., for instance, make certain conditions under which the rider must run if he wishes his times to be recorded on the books of the Association. The object of these rules and regulations is of course to guard against the foisting of dishonest and irregular times upon the perhaps too gullable cycling public. All right as to that. We look to a careful investigation by the A. C. U. into the validity of all claims, and I am disposed to respect their decision as final. But it should be understood, and distinctly, that the idea of the aforesaid rules and regulations is not to discourage the making of records.

The foregoing is suggested by the editorial of two weeks since in this paper, which intimates that Whittaker's records, although publicly accepted, will be disallowed finally at the hands of the upper court. Now, this is how the move strikes one.

It is admitted that Whittaker rode his distances, and the proof offered was convincing to the most incredulous doubters. Still in making his records he neglected to use pacemakers, as the road was so shaped that it was impossible to save distances at any point, so this provision of the rule was deemed unnecessary under the circumstances, and it is for this reason the records are to be thrown out. We are governed mostly by the spirit and not the letter of the law, and it is the province of the A. C. U. to see that the distances claimed are actually covered, and if they find they are, then they should be accepted and not discarded, on a technicality. Whittaker's vouchers were the affidavits of commercially rated business men, and much more acceptable as such to the business public than the affidavits of paid employees, for that is what the pacemaker is. Don't you think so, gentlemen?

Now, supposing Whit. decides to become a professional out and out, which will be an obligatory step if he has got to be paced, and runs with Jack Prince, Al. Schock and Senator Morgan, and his next claim is substantiated by these gentlemen, who will of course be paid for their services. I wish to cast no reflection, mind you, on the honor of the riders just named, but I ask you in all fairness which is the stronger backing? The disinterested business man's, or the salaried professional? I can conceive of but one answer to that interrogation. As to the A. C. U., I think I can safely say that I have been as pronounced, and as consistent a friend as it has had in print so far, but I shall certainly lose a good deal of my respect and veneration if it allows itself to be governed either by the clamors of disappointed rivals in the trade, or by the bigoted jealousies and insinuations of sectional correspondents.

VIGILANT.

Ball Bearing Heads.

Editor Bicycling World: — Can you tell me whether the "ball head" has given satisfaction the past season? I know of no way to find out the facts better than asking through the WORLD.

1. Does it steer better than old one?
2. Is it liable to choke with dust?
3. Can it be easily cleaned?

I do not want any opinions other than those of riders of machines thus headed.

In return I will be glad to give information about roads in this neighborhood, of which we have quite a number of good ones. — Yours,

W. LEMMON.

Cast your eye on page 94, see what premiums we offer, and act accordingly.

Massachusetts Div. L. A. W.

THE Massachusetts Division officers held a meeting at Young's Hotel, last Saturday evening, in response to a call from Chief Consul Hayes. Combined with the meeting, the members partook of a very excellent dinner. There were present: Chief Consul Herbert W. Hayes; representatives, J. S. Dean, E. G. Whitney, Dr. W. G. Kendall, W. I. Harris, Dr. W. H. Emery, Charles E. Pratt and Abbot Bassett, of Boston; Sanford Lawton, of Springfield; J. Fred Adams, of Haverhill; John Amee, of Cambridge; W. S. Slocum, of Newton; and E. H. Foote, of Somerville; and Messrs. J. H. Grimes and F. A. Pratt of the road book committee.

After dining, the following business was transacted.

The chief consul was instructed to issue, in the official organ, a letter asking for renewals of membership, and a blank to facilitate the renewal. The committee on road book was instructed to incorporate routes in Rhode Island, the extra expense to be borne by the Rhode Island division. Every member of the division, at the time the book is issued, will have a copy sent him free. No books will be sold to others than L.A.W. members. Changes in tabulated forms, and suggestions as to maps, were left for the committee to tackle. The committee on signs were directed to erect on the hill in Brighton, where Arthur Cunningham met his death, a suitable sign, warning cyclers that it is dangerous, and were instructed to design a danger board of iron with raised letters, and report the cost of same at the next meeting. The matter of the encampment at Cottage City, was brought before the meeting, but the officers did not seem inclined to encourage it very much, and rather felt they might be lending aid to an advertising scheme.

Messrs. Hayes, Lawton, Harris, Whitney, and Dean were appointed a committee to investigate and report. The legal advisory board, with the chief consul, were given full powers to act if a tricycle accident case, referred to by Mr. Dean, should be brought before them. The meeting adjourned about 11 P.M. The next meeting and dinner will be held at Young's Hotel, the first Saturday in January. Members of the board of officers can invite members of the League to the dinner. The members separated, feeling the better of a good dinner and a good talk. If the division in this State does not make itself felt as a live limb of the parent body, then live men cannot accomplish such a result."

A New Club House.

THE Philadelphia Bicycle Club opened their new club house on 26th and Perot street last Friday under the most favorable auspices. We have already described this model house, but to refresh memories we would say, the building is four stories high, including basement, which is used

as a wheelroom, furnace, etc. The next floor is used for parlors. Above this is the floor occupied as dressing rooms and for lockers. The top floor is used as a gymnasium, and is well equipped with apparatus. The building and furnishing cost \$17,000. The membership is now about seventy-five.

Capital City Bicycle Club House Warming.

ANOTHER club has lately gone into palatial quarters, this time the "Capital City's." Last May the corner stone of this fine club house was laid, with appropriate ceremonies, and the building has been completed at a cost of some \$20,000. Its style is Americanized Norman, the superstructure of brick resting on a massive rough-hewn Ohio sandstone Norman arch, which forms the entrance, and basement utilized for a machine room. It fronts on the parks south of the Treasury Department and Executive Mansion, which afford admirable facilities for cycling independently of the eighty miles of concrete streets in the city. The interior of the building, which is admirably adapted not only to the uses in view, but for entertaining, is elegantly furnished and supplied with three billiard tables and a piano. A number of beautiful articles of bric-a-brac, art and vertu, the gifts of admiring lady friends, embellish the mantels and brackets, while superb paintings in oil by Max Weyl and Meline, and water colors by W. H. Holmes, Delancy Gill and Hatch, the gifts of those distinguished Washington artists, and numerous pen and ink sketches by members of the club adorn the walls.

The guests, to the number of nearly four hundred, were received by president John Killeets and vice-president Rudolph Kaufman, who presented them to the receiving ladies, wives of the members, Mrs. Rudolph Kaufman, Mrs. George Keenan, Mrs. P. T. Dodge, Mrs. E. A. Bullock, Mrs. C. G. Allen, Mrs. W. B. Hibbs, and Mrs. J. B. Church.

At ten o'clock floor managers Seely, Borden, and Dr. Lane, made ready for dancing, which was enjoyed by the members and guests until midnight, at which hour an intermission was had to allow the hungry to appease their appetites. The wheel room (or "machine hall") had been fitted up as the supper room. The Maryland Club sent a delegation, consisting of president Hayden and four members. The club members were all resplendent in new uniforms and silk stockings. We now have one hundred and thirty active members, and we feel as though we were doing credit to our position as one of the first cycle clubs in America.

CANDOR.

A Century Run in St. Louis.

YESTERDAY (Sunday) the Ramblers Bicycle Club of this city, started out to make a century run. But two days' notice had been given, yet with this short

time for preparation the club turned out sixteen members to take the hard run. Some of these had not ridden twenty miles in the past month, many of the saddles were unadjusted, and a few machines had some of the dust of the shed still upon them. They started at 6.20 A. M. and reached the club house on the return at 8.12. The total time out was thirteen hours, fifty-two minutes. The time spent in resting was two hours, eighteen minutes, leaving the actual riding time eleven hour, thirty-four minutes. The run was taken over the St. Charles, the Crève Cœur and the Manchester roads, each averaging about seventeen miles one way. Of the sixteen who started all finished, except one who broke his Star in the first ten miles, and had to fall out. On reaching the clubhouse the cyclometer register marked one hundred miles and a fraction, so that the total mileage was a good 1,500 miles. A century run had been taken during the season by several wheelmen, but only over one road, the Manchester, and it never entered the head of any of them that it could be done on three different roads. The Ramblers rode in a bunch all the way, and yet not half a dozen falls were taken the entire trip. The majority of these being had during the ride in from Manchester, which was done in the dark. A sprained wrist was the worst injury received. ONE OF THE FIFTEEN.

A Doubtful Record.

It will be remembered that last summer this paper spoke of some enthusiastic wheel record fiends of Westfield who were making strenuous efforts to secure a prize of a gold cyclometer, offered by Mr. Lakin.

A MR. NORTON has been very complaisant in the belief that his record of 10,706 miles would scoop the cyclom. A certain wary wheelman, of the name of Loomis, had also been putting in some tall pedalling, and now comes up smiling with an "affy" to the effect that he has accomplished 13,498 miles. Result, consternation in the camp of Nortonians, and dark hints as to the reliability of Loomis's statements, and the cyclometer he used. It seems from Norton that Loomis's cyclometer had so got into the habit of running, that it was not necessary for the owner to be in the saddle to roll up record, and to prove this, asserts that Loomis's cyclometer showed a gain of twenty miles one morning, while he, Loomis, was in school!! So of course there is trouble in the camp, and Mr. Loomis and his friends are calling Mr. Norton "another." The matter will be probably referred to a board of arbitration, consisting of parties representing the Lakin people, and the Springfield, Westfield, and Holyoke clubs. In the mean time, comes a newsboy of the name of Burt, who claims a record of 10,002 miles, made on an "Ideal"; as he is 700 miles behind Norton, no one cares to dispute his claim. C. O. B.

All Sorts and Clippings.

It will be our pleasure to present to our readers of the Christmas and New Year issues, stories by Charles Richards Dodge, President Bates, and Frank A. Egan.

WE wish publisher and editor Prial all success in his new venture. We hope the combination will work, and that it will be the means of his being able to open wide the door to good fortune and wealth.

THE Columbia Bicycle Calendar for '87, just issued by the Pope Manufacturing Company, of Boston, is in many respects a more truly artistic and elegant work in chromo-lithography and the letter-press than the Columbia calendar of '86, which calendar, it will be remembered, was the most convenient and artistic similar work of the year. As in the present calendar, each day of the year appears upon a separate slip, with a quotation pertaining to cycling, from leading publications and prominent writers on both sides of the ocean. The notable cycling events are mentioned; and concise opinions of the highest medical authorities; words from practical wheelmen, including those of clergymen and other professional gentlemen; the rights of cyclists upon the roads; general cycling statistics; records; the benefits of tricycling for ladies; extracts from cycling poems; information about costumes; and much other matter interesting to the public in general, and to the cyclist in particular, appear from day to day; and the matter is new and fresh over that upon the Columbia Calendar of the present year. In fact into a little measure is crowded, in a highly attractive way, the past, present, and future of cycling, a virtual encyclopædia upon this universally utilized modern steed. The calendar proper is mounted upon a back of heavy board, upon which is exquisitely executed in oil color effect, by G. H. Buck, of New York, an allegorical scene, representing the earth resting among the clouds, and Thomas Stevens, the famous bicyclist, is seen in heroic size, astride his Columbia bicycle, circum-bicycling the globe. The bright sunshine illumines one side, while the pale moonlight gives a contrasting aspect to the other, and together, make a remarkable atmospheric effect, charmingly vivid, yet artistically toned and softened. A smaller portion of the board is devoted to a picture of a mounted lady tricyclist, speeding along over a pleasant country road. The new calendar as a work of convenient art, is worthy of a place in office, library or parlor. The calendar being too expensive for general free distribution, a price (24 cents) to cover cost, has been put upon it, and it can be found at the principal news stores and stands, and at the office of the Pope Manufacturing Company, 597 Washington street. It will be sent by mail securely packed, upon receipt of price.

ONE of Stoddard, Lovering & Co's. energetic agents wrote a few days ago that his wife had presented him with a little daughter, and had named her Marion Rudge in honor of his favorite wheel.

THE moon is full but once a month. To insure a full pocket-book the year around, place your advertisements through the Hubbard Advertising Agency, at New Haven, Conn. They are Expert pilots in advertising, having many years' experience. The lowest prices and best service guaranteed. Newspaper advertising is a permanent addition to the reputation of the goods advertised, because it is a permanent influence always at work night and day in their interest. An old advertiser says: "Employ to aid you in your advertising only the best and most experienced Agents." The Boston Transcript says the Hubbard Agency's Clientage is one of the largest and best satisfied in the entire country. They spare no labor or expense in the service of their customers. A thing worth doing at all is worth doing well. A thing worth advertising is worth advertising well. It will be well for all who advertise at all to patronize this agency.

C. M. FAIRCHILD, one of New Orleans tourists, writes: "By next May I hope to complete 10,000 miles on my 53-inch Rudge light roadster. I have now ridden over 7,250 miles without a break."

JOHN S. WEBBER, Jr., is the latest from the ranks of well-known wheelmen to go over to the marriage state. This gentleman was married last Tuesday. Joy be with thee old man.

JUST once in so often we hear of a scheme to build a cinder path from some point to another. The latest is a project, yet in embryo, to build a track from Jersey City to Philadelphia along the line of the Pennsylvania Central Railroad.

"ALL the prominent professionals now in the West have more than ordinary racing interest here. Jack Prince is anxious to keep away from the East, Woodside has property and a girl with thirty thousand cash, while Tom Eck is thinking seriously of taking to himself a Minneapolis belle whose pa also has dust; Schock is looking around for another restaurant to conquer, while Morgan is racing and booming his European trip like a fiend. — *Spt'g and Thea. Journal*.

THE New Orleans Bicycle Club will soon commence to build a new clubhouse, which for beauty and convenience, will be second to none in the country. It will be centrally located on St. Charles street. The style of architecture will be Norman. The material, red brick and terra cotta trimmings. The first floor will be devoted to wheel room, lockers and lavatory, the second to parlors, and

billiard room. Work is to be begun at once.

If there is one fellow more than another who has earned a good rest, and a pleasant vacation, that man is brother Howard, of the *Globe*. A week's stay in the sunny south is what this cycling scribe is now enjoying. Howard is a hard and conscientious worker and we hope he will come back to the grind recuperated and fresh. We want him back quick, so that the "substitute" may be retired.

MR. I. T. CLARK, now in England, placing his order for 1887 patterns of the Rapids, will be home in time to eat his Xmas dinner. It will be our pleasant duty to tell, all in due time, what good things in the cycling line I. T. Clark & Co. will have to present to the American public next season. From the information we have, we know that this live firm will be fully up to the times in all the patterns the public demand.

W. A. RHODES, of the Victor team, had a narrow escape from death last Tuesday afternoon. He was in the Highland Skating Rink when that building collapsed, in consequence of the roof not being able to hold the tremendous weight of snow. He and one other occupant had to fly for their lives, barely getting into the street when the whole roof caved in.

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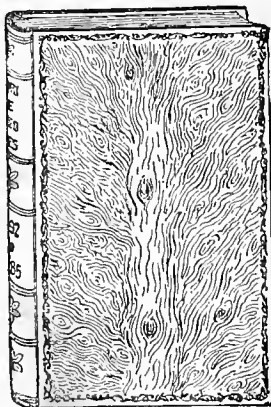
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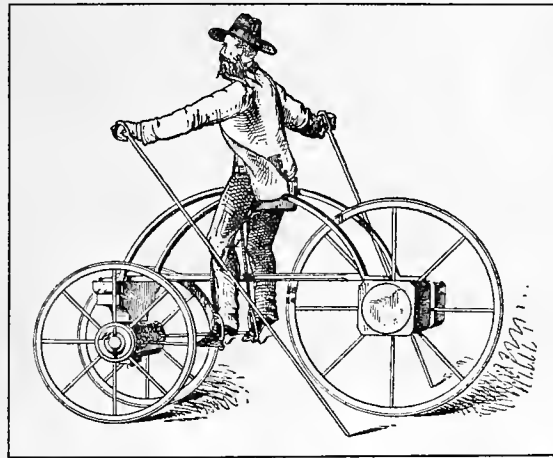
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BOSTON, 17 DECEMBER, 1886.

Volume XIV.
Number 7.



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It will not have wooden wheels, not while money will buy steel.

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It will not be driven by a "pump-your-wind-out" lever motion.

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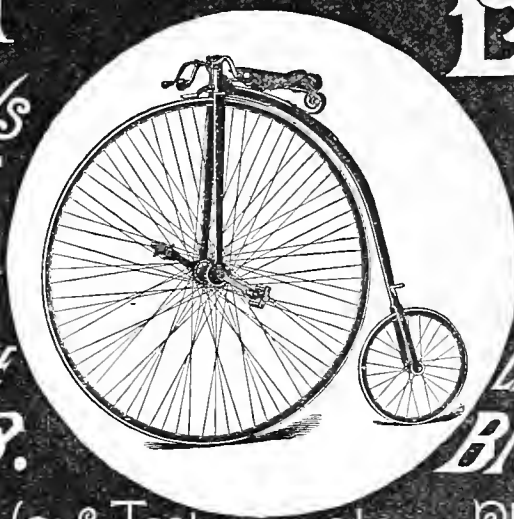
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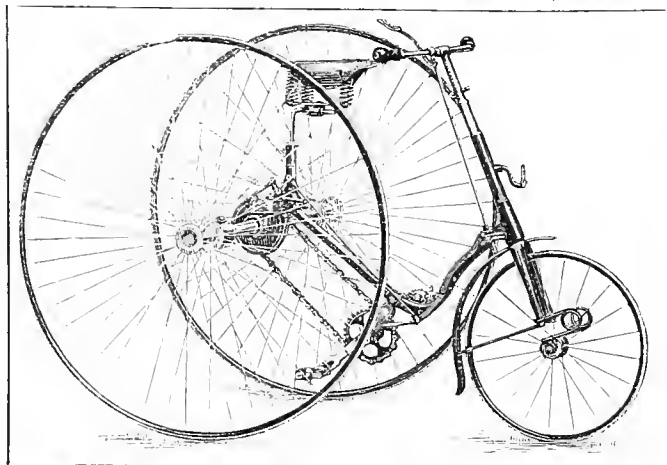
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A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 17 DECEMBER, 1886.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

A CLOUD, "no bigger than a man's hand," perhaps, has appeared on the cy-

cling horizon, in the form of litigation between two manufacturers. We sincerely hope that the cloud may be dispelled without extreme measures having been resorted to.

WE wish you a merry Christmas. This is a little premature, but the WORLD wants to get ahead of its contemporaries.

THE rumor that Henry Ducker is to retire as an office-holding cyclist cannot, must not be true. The cycling editor's life without Henry would be a dreary waste.

IN answer to numerous inquiries, we desire to say to our readers that, all in good time, we shall furnish them with a complete list and descriptions of the machines to be placed on the market next season. Just at present our manufacturers and dealers are not ready to make announcements. In a good many instances they have not fully completed designs. We shall give the information promptly.

ONE of our esteemed contemporaries complains because the *Bulletin* attempts to cry down the other cycling papers. Brother Aaron does make some editors sit up.

THE Wheel Board of Trade is to establish a "black list" of poor agents. If all we hear is true, that list will be a long one. It will be a good thing for the trade and the public generally to weed out many of the irresponsible ones.

SENATOR MORGAN claims that Woodside has more right to the proud title of champion of the world than Rowe. That's right, "Senator," claim everything.

THERE is a paragraph going the rounds of the press about a Framingham grocer who delivers goods on his bicycle. His trade must be enormous.

No, no, Mr. Bassett: you are wrong again. Mr. Dean does not admit that Corey had the pace made by a professional. The pacemaker was a promateur, and that's where the difference is under the A. C. U. rules.

THE League now offers to its members life membership in that organization for

the sum of ten dollars. We have no doubt but that many will avail themselves of this offer. Be it remembered, however, that it is only those who are already members that can be accepted.

IF the Wheel Board of Trade does anything towards exterminating the unreliable agents in the various towns and cities it will do a grand work. At present, if the reports are true, many cycle agents are irresponsible youths with neither financial backing, business ability, or common uprightness. We have known personally of several cases where dealers have been victimized to considerable extent, and treated most shabbily by those they had trusted and consigned goods too. The members of the board must be scrupulously honest with each other, and not hesitate to place on the black list all agents who are not upright in all their dealings. Vigorous action in this direction will be of benefit to reliable agents and the public.

A "PROMINENT Lynn man" is quoted as saying: — "What's the use of Rowe going to England? Hasn't he done up all the blokes who have come over here, with their pigheaded ideas that there ain't any of us good enough for them? They sent Wood over here last fall, and you know how easy it was for Billy to make the little wheel of his machine kick dust into the eyes of that fellow. There's a good deal of talk about Howell being a better man than Billy. That's all right; all I've got to say is that our man is willing to meet Howell at any time for any amount. He's now a straight out-and-out professional, and there's lots of us fellows who've got all the money that's needed to back him." The language is forcible if not elegant. Some of our English visitors will be mightily pleased to be called "pigheaded blokes."

BROTHER editors, take notice. We are long suffering, and not over particular; but it does seem to our editor with the big name, that his cognomen has been before his brother scribes long enough, so that when they *have* to use it in print they should spell it right. We have yet to experience the pleasure of so seeing it.

"WE, the League," are getting unwieldy, so far as representatives are concerned. The board now consists of 219. A quorum is a difficult thing to get under the circumstances, the members being very much scattered.

Litigation.

OVERMAN WHEEL COMPANY, *v.* GORMULLY & JEFFERY.

THE Overman Wheel Company have commenced suit *v.* Gormully & Jeffery for the infringement of the Bown patent. The claimed infringement applies to all of the better grade of machines having adjustable ball bearings. They are sued for the amount of \$20,000. A suit will also be brought by the Overman Wheel Company, asking for an injunction pending litigation.

Butcher *v.* Downs.

THE interference suit between the Downs Cyclometer Company and the Butcher Cyclometer Company was first tried before the examiner of the Patent Office, decided in favor of Downs. It was appealed by Mr. Butcher to the Board of Examiners, the Chief's decision again in favor of the Downs Company. Again appealed by Mr. Butcher to Commissioner of Patents, and final decision was rendered by the commissioners sustaining the decision of the former hearings, and thus finally settling Down's right to claim the original invention of a spoke cyclometer actuated by a projecting arm to strike the fork. The Downs Cyclometer is owned by the Overman Wheel Company and C. E. W. Woodward.

A Libel Suit.

SHIPTON *v.* Fox and others. This case of libel, brought by Ernest R. Shipton, secretary C. T. C., against C. J. Fox, editor *Bicycling Times*, has been amicably settled by the principals. The case was brought on an article that appeared in the *Times*, in which the name of E. R. Shipton and jobbery had been uncomfortably joined. The case was brought before Justice Wells and common jury. However, the principals or their counsel got together, and decided to cry quits, each party taking it all back. Cold comfort was given plaintiff and defendant by Mr. Justice Wiels, who in discharging the jury, expressed his satisfaction that they need not waste any more of their time on such a case, where both sides had given way to the lowest and vilest abuse of the worst form of journalism. He only hoped that his remarks might teach the parties to conduct their journals for the future with more decorum and better taste.

Hillier Sues Etherington.

HARRY ETHERINGTON, proprietor of London *Wheeling*, has been sued for libel by G. Lacy Hillier, for reproducing in *Wheeling* a recent article in the *Wheelmen's Gazette* in which Hillier is called an "imbecile" and a "fop."

READERS who are not already subscribers should not forget our offer as per page 110.

CORRENTE CALAMO

To the Columbia Calendar Girl.

Golden hair and winsome face,
Onward speeding in the sun;
Form that would a goddess grace,
Onward gliding, ever on.

Winter's snows shall pass away,
Springtime's smiles and showers be gone;
Summer's bloom and autumn's day,
Ere your cheery ride is done.

Into Winter's dreary time,
Bringing thoughts of brighter days;—
(If it was n't for the rhyme,
We could write a page of praise).

But a question, if we may—
Artless maiden is it true,
That you turn your face away
To the riders after you?

Must you tantalize us so?
Will you ne'er the whole year through,
Deign on us one smile to throw,
Tho' we smile so hard at you?

Will they ever catch you, say,
Or when next year comes apace;
Will you in your artless way,
Still be leader in the race?

ENVOI.

Golden hair and winsome face,
Winsome though it turn aside;
Were we in those rider's place,
We would ride our record ride.

PEDALS.

THE English papers are now a howling waste of smokers, dinners, and general jollification. But then what else have we to expect at this time of the year.

THE obsolete amateur definition received a shaking up at the meeting of Western cyclists, at Paignton, England, lately. Abolition lost by three votes, but six proxies not allowed. We are moving on.

THE evenness of things in journalistic lines is likely to be ruffled as the controversy between Secretary Aaron and Mr. Hicks, of the St. Louis *Post-Despatch*, promises to wax warm.

THE interest in the coming meet to be held at St. Louis next May is not confined to wheelmen of that city by any means. The Citizens want it.

No more League suits until the mills can give cloth, the colors of which will stand. There has been just complaint on this score, and so President Beckwith has shut down on the manufacturers.

THE tobogganists are not happy. The beautiful snow of last week has almost all vanished, and left nothing but general nastiness.

LYNN folks seem very much put out at Atkins' reported statements relative to the merits of Rowe and Hendee.

FRED ARCHER rode five hundred and

thirteen races during the season of 1886. Taking "the season" as six months (?) this would be at the rate of three races a day. It can be seen from this that when a jockey does work he works hard. G. Barrett heads the list with six hundred and ninety-eight mounts. On the same basis, this is about four races a day.

HARRY GOODMAN, he of programme fame, has established a fine cigar store in Hartford. He has decked it with innumerable photographs of cycling celebrities.

FRED WOOD and Bob James are reported safe and sound at Honolulu, H. I., on their way to the antipodes. Cannon the wrestler, and Aginton the roller skater are also *en route* by same steamer.

POSSIBLY Stone and Whittaker will have a whack at each other on the Columbus, Ga., track. The Columbians want them, and Cola says he is willing. Whit. to be heard from.

MR. MECREDY of the *Irish Cyclist and Athlete*, has been riding the Ivel and reports that after half an hour's practice he could ride full speed "hands off." In almost all the patterns of this type the erratic steering of the old form will be overcome.

"THE possible cause of the bicycle's slow introduction into Germany is said to be due to the indecision as to which of the following names to call it: Trettwagen, reunhold, schnellwagen, selbststraber, reitgaul, reitfahrzeug, rittling, elsengaul, rittlingsfuhrer, or stempelwagen. Under these circumstances we do not wonder. We rather incline to the word "stempelwagen."

THE *Cyclist* discusses the abolition, but hedges on the question. It admits the amateur rule is not what it should be, and yet it is afraid to have it done away with. It agrees with Herring that pace-making by professionals should be allowed, and says: "We would 'go for' Mr. Herring's proposition *in toto* but that we fail to quite see the working of an unreserved intermixture of the classes from a practical point of view." Surely the abolition stock is looking up.

A NEW YORK genius now comes forward and says he will give cyclists an electric lamp not larger than a dollar, with a battery weighing less three pounds capable of light equal to thirty candle power.

IT is said that one of the prime causes of Landlord Comee's failure is owing to his attempt to feed Boston wheelmen at seventy-five cents per stomach. No landlord could stand that long.

WHEN P. Lallemond left the Pope Manufacturing Company that concern offered to set him up in the repairing business and supply him with work, but Mr. Lallemond has accepted a salaried position.

THE Everett Rifle Team cannot find any one to shoot with; but as a compro-

mise a rival firm offers to kick them a game of football.

GOOD news for Papa Weston. The Surrey Machinist Company report they have sold some nine sociables during the past year. Not many, to be sure; but it shows the old "slow and sure" is not quite extinct yet.

THE *American Wheelman* is working up replies to queries sent out anent the amateur question. Oh! oh!! Spare us!

THE veteran Pitman claims to have competed in the very first out-door race ever held in this country, and that was on Lynn Common, 4 July, 1878.

MR. C. S. HOWARD has returned from his trip South. Snow prevented him carrying out his original intention of doing some wheeling in Baltimore and Washington, but the elements could not prevent his having a first rate time in other ways. He speaks in the highest terms of the hospitality received at the hands of the Baltimore Cycle Club.

THEY do say Rhodes made "record time" in getting out of the Highland Rink at the time that building fell in last week.

GID HAYNES has been down on the South Shore after duck and geese. He reported "millions" of these toothsome fowl, and says he had great sport. As yet we have not had the chance to acknowledge the receipt of any evidence of this doughty sportsman's prowess.

WE are pleased to hear that A. L. Atkins is already feeling the benefits arising from the change to the warm climate of Los Angeles.

W. W. SHEEN has added one thousand miles more to his score during November. It must be remembered that a large proportion of this distance was covered in riding between Quincy and Boston, his home and place of business.

MR. H. PRATT, of the Chelsea Club, goes to Los Angeles, where he will abide permanently, having accepted a position there.

Charlie Howard says the water was very "hubbly" between here and Baltimore. He says further, that his appetite was not good, and that wrecks galore were seen in Chesapeake Bay.

THERE is great demand by record fiends for the kind of cyclometer used by the Westfield gentleman, who claims the 13,498 miles for the season of 1886.

TOM ECK is getting along nicely, his arm is now almost "sot" and he will soon be the same old Tom once more.

THE Solitary Club of Stamford, Conn., is an all-the-year-round-riding-club. The deeper the snow, the harder the frost, the happier is the *Solitaire*.

ATKINS is reported as being very outspoken in regard to his views of the comparative merits of Rowe and Hendee. We rather wonder at it, withal.

MR. DUCKER absolutely refuses to accept the position of president of the Springfield club another year. He says he will not be forced to accept, and if extreme measures have to be resorted to, he will resign from the club. We don't blame Mr. D.; the position has not been a sinecure.

THE *Pacific Wheelman* is the latest addition to our exchange list. It is issued monthly, and is devoted to the interests of Pacific slope wheelmen. F. Russ Cook appears as one of the proprietors and editors.

"LINNEAS" in *Wheelman* tells of two cyclists who skipped the town of Lynn and left a poor woman in the lurch for board to the tune of \$46. Linneas agrees to give the names of these parties should they not poney up. We hope the woman will get her board bill, but in case she does not, we shall also take a wicked pleasure in printing the names of the beats.

OUR representative professional team, under the management of W. J. Morgan, are fast completing arrangements for their visit to England this coming year. We hope they will go over in time to fully recover from the bad effects of the voyage and become acclimated, so that when they meet Howell they will be in prime condition.

JUST about this time our Sunday contemporaries attempt to be funny at the expense of the cycling press. This is a fair sample of the stock remark: "The cycling papers are quoting one another's editorials now, to help fill up the empty news columns." Our only answer can be, that at all events the cycling press does not resort to the practice of making up items of news for lack of the real article.

THE English press are laughing with glee over the fact that the sedate Ernest R. Shipton, secretary C. T. C., has been compelled in court to acknowledge breach of editorial etiquette, per *Wheeling*, as follows: "But now, we have it admitted in open court that Mr. Shipton actually inserted in a letter from Mr. J. Pennell the words 'elderly vamping quidnunes,' which he intended to apply to Mr. J. B. Marsh, and by placing them above the name of Mr. Pennell to make the latter apparently responsible for them. This is monstrous, and an abuse of power and editorial etiquette which we certainly would never have deemed Mr. Shipton capable of."

WE are pleased to note that J. R. Pennell has accepted the position of Foreign Marshall of the European Touring Department. In his letter of acceptance to the Department, he outlines a route for the L. A. W. tourists of 1887, as follows:—

"Liverpool, Chester, or the Lakes (here it commences—which will you have?). Harrogate and York, Sherwood Forest, Nottingham and Denby; or, over the Yorkshire moors through Derbyshire, Dove Dale, Chatsworth and Haddon Hall,

Denby, Litchfield, Coventry, Stratford, Kenilworth, Warwick, London, Ripley, Guilford, Maidstone, Canterbury, Newhaven. This could be easily done in 10 days. But right here may I suggest, why would it not be as well to spend the other three weeks touring around the south coast through Devonshire, Cornwall, and so on up to Wales? On the other hand, however, you will not yet have seen a really perfect road, and just across the Channel is the Continent. Starting from Dieppe, Rouen, and then Paris (two days off), Fontainebleau, Montargis, Dijon, Macon, Geneva, around the Lake Chamouni, Mont Blanc, over the Simplon, or under the Mont Cenis in another week, and then you have the Italian Lakes, and the tour might end in Milan, which would be no worse than the Shenandoah Valley in midsummer. Milan is a great railway centre, a few hours from Venice and Florence. It is also on the direct lines to England and Germany. Or from Geneva one could go to Bâle and back that way down the Rhine to Antwerp, though in Belgium you would have to train it, sailing home by the Red Star Line from Antwerp to New York."

Tare-an'-'Ouns C. C.

GREAT RACE IN THE PARK—XX STOUT
versus PILLS.

"THE Phoenix Park was, on Saturday, the scene of a great tricycle contest between a well-known brewer of XX and the Tare-an'-'Ouns C. C. physician (Dr. Tresham). Both aspirants to fame had been on their machine about six times only, and as they could barely steer them when going slowly, it was naturally expected that a hearse would be wanted for one or both competitors. The course lay from Castleknock gate, down the park, to the Lord Gough statue, distance about one and a-half miles. The Doctor started favorite, the betting being two to one, bar one; this, of course, simplified matters. On the word being given to 'go,' both men put down their heads, and in a few moments had their machines under way, XX leading, with the Pill three yards behind, a real good second. After going about 100 yards, Pill was seen to be in distress, whereas XX was going well and easy. The pace here was fast, and the friends of both competitors were looking anxiously to see if they would last the distance at all. As they neared the Phoenix, Pill again drew up to XX, and going down the straight passed him by half a length amidst ringing cheers. But it was the last effort, and although he gamely rode it out, still he never again got near XX, who won easily by thirty yards. Time, 12 mins. 21 1-5 secs., distance, one and a half miles. The Doctor rode a Royal Crescent, and XX a Hillman & Herbert tricycle. The Doctor not being satisfied with the result, is now being trained on whisky and eggs, and has challenged the victor to another race in about two weeks."—*Irish Cyclist*.

The Trade in England.

OUR "season" has terminated rather suddenly, and earlier than usual, the weather having completely broken up in the second week of October, since when the roads have been so sodden with rain that few of the most venturesome have cared to gad about on wheels. In the factories, therefore, such orders as are on hand are for next season's machines and for exportation. Preparations are already being made for the introduction of novelties and improvements next year, but even as late as the autumn some new cycles have been introduced, and the tendency is becoming evident to introduce new inventions and designs directly they are thought of, instead of waiting until the commencement of a new season.

Perhaps the busiest maker at the present moment is Dan Albone, whose premises at Biggleswade are probably the smallest in the world devoted to the manufacture of high-class machines. He has been so successful as to construct a safety bicycle on the lines of the "Rover," but more resembling the "Premier" copy of the "Rover," which has been demonstrated to possess unexampled good qualities. The fifty-miles record and the twenty-four hours record on the road have been handsomely beaten on this machine called



"THE IVEL,"

(a cut of which is given above) and the reports of the good material and workmanship put into his machines have resulted in Albone's receiving a huge influx of orders. It differs from the "Rover" in respect to its frame, which has none of the curves and flourishes of its antetype, but consists of a back fork and three straight tubes at right angles, forming a +, and a front fork at right angles to the back fork. By some cunning arrangement of the steering-head, it can be driven straight, and even around easy corners, without the use of his hands. An especially strong pattern is being made

for Irish roads, which would, I imagine be just the thing for such districts of America as have roads too rough for the ordinary light type of bicycles.

THE "FACILE" SAFETY

bicycle is being made at last with a speed gearing. This consists of a single "Sun and Planet" set of open wheels placed on one side of the hollow driving-wheel spindle, a through axle connecting the two cranks. It gears the machine up permanently, not being intended to serve as a variable speed gearing, and is therefore very strong and light, and a great improvement upon the level-gear "Facile." Renouf has also invented a "Facile" ladies' tricycle, shaped something like the old "Challenge" rear-driver, with the "Facile" pedal action.

I recently read in an American paper that J. C. Garrood had been seen riding a peculiar tricycle which, from the meagre description, I recognized as a revival of the "Gnat," a very old

IDEA OF GARROOD'S,

which was merely a "Challenge" rear-driver made with a low driving-wheel geared up by the usual chain gear. J. A. Dearlove has been successful in making an excellent tricycle on this pattern, with handle-bar steering, called the "Phantom;" but lack of capital has sent him into the bankruptcy court, to which bourne of the unfortunate have also gone several other firms in the trade; noticeably, Robinson & Price of Liverpool, makers of the "R. & P." bicycle, and "Fletcher" of Dublin, agent for the Premier and Sparkbrook machines.

A lot of grumbling is prevalent in the trade, and woebegone stories of losses are told; but in many cases the played-out talk about depression of the trade is all humbug. There is a lot of competition, to be sure, and some firms may have made actual losses on the year's trading; but as a rule I believe it has been a profitable year. Waste of money in subsidizing

SHAM AMATEURS

is responsible for much of the discontent, and in some cases a mania for making an immense number of different patterns has cost an amount of money out of all proportion to the profits possible; but the firms who have been content to make a few different patterns of machines, and to make them well, at the same time advertising them by legitimate means and in common-sense fashions, have done good business.

A STARTLING NOVELTY

which is in preparation for introduction next season consists of a safety-bicycle which can be ridden in the usual way, and by a very trifling shifting of the driving chain can be mounted, complete, on the bridge connecting a pair of canoes, for river-travelling, a paddle wheel at the rear, between the two canoes, serving as the propeller. It can be ridden by two riders, tandem-wise, and promises to be a great improvement upon Keen's water-cycle.

I have had a ride upon the wonderfully strong, although very light, "Cripper" tricycle upon which Mills made the Land's End to John O'Groat's record. Such a journey is, unlike path record rides, a very decisive proof of a machine's quality, and

IT IS GRATIFYING TO ME

to know that the principles which I have been advancing for years past are now being adopted by such high-class makers as Humber & Co. Mills's "Cripper" was the first of a new pattern, and a similar machine on finely racing lines was ridden by Gatehouse when he covered twenty miles within an hour on a tricycle. Instead of the frame being connected to the axle by a short bracket with two bearings, it is supported by a long bridge, of the curved and tapered shape shown on the front of the "Sparkbrook" tandem, four bearings connecting it to the axle, the outside pair of bearings being so close to the hub-flanges, that there is scarcely room to slip a piece of paper between them. The strength and rigidity thus secured, cause the "Cripper" to become a vastly more durable roadster than it ever was before.

HUMBER & CO.

have recently been fitting an improved bearing-case to their ball bearings, in which a set screw and lock-nut are mounted in a projecting socket at one side of the case, having a sliding catch in gear with them to catch the milled edges of the adjusting cones; but I am given to understand that they intend to relinquish the use of laterally-adjustable bearings, and to use non-adjustable, or only concentrically adjustable cases, on the old "Sheffield case" principle. The reason for this is said to be that a non-adjustable case wears infinitely better than one with lateral cones, and so few people understand how to adjust a lateral bearing with the double rows of balls used on the "Humber," properly, that it oftener happens than not that one cone will be too tight and the other too loose. I fancy Mr. Joe Pennell will confirm this view; but I scarcely tumble to the idea of such a radical retrograde movement as is contemplated.

A SELF-OILING CHAIN

for tricycles and safety-bicycles is slowly securing adoption. Its peculiarity consists in the alternation of open links and closed joints, the former taking the projecting teeth of the chain-wheels, and the latter lying in the depressions between the teeth; the closed pieces are made hollow with a slit down their middles, and serve as tiny reservoirs for the oil, of which a quantity can be injected at a time, to slowly exude through the slits.

The Coventry Machinists' Company have produced a very fine copy of the "Rover" safety-bicycle, without any startling novelties, but with all the details carried out in keeping with the style of other patterns of the "Club" cycles. I believe the name finally selected for this mount is to be "The Swift."



RUDGE TELEPHONE MAN

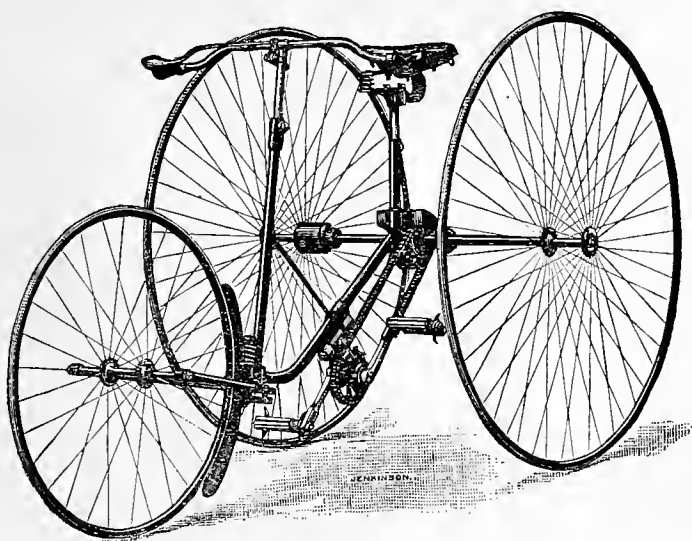
HELLO, MY FRIENDS!

Do you want to have your machine in good order for next year? If so, let me advise you to cover all the nickelled parts with Vaseline, and then send a Post-office order for 75 cents to STODDARD, LOVERING & CO., Boston, Mass., for a bottle of **ARDILL'S LIQUID ENAMEL**. It will pay you ten times over. (See advertisement on page 111.)

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

— THE —

AMERICAN ★ CHAMPION

STILL IN THE LEAD.

TWENTY MILES ON A STRAIGHTAWAY COUNTRY ROAD

— IN THE MARVELLOUS TIME OF —

59 MINUTES, 35 $\frac{4}{5}$ SECONDS,

A WORLD'S RECORD.

50 MILES IN 2 HOURS. 55 MINUTES, 46 $\frac{1}{2}$ SECONDS.

THE AMERICAN RECORD FOR THE DISTANCE,

— AND —

↻ 100 · MILES · IN · 6 · HOURS · 1 $\frac{1}{2}$ · MINUTES, ↻

A WORLD RECORD, AND BETTER THAN THE AMERICAN TRACK RECORD,

All the above by S. G. WHITTAKER, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road records talk, then the AMERICAN CYCLES are the easiest running machines in the world.

— MANUFACTURED BY —

GORMULLY & JEFFERY,
CHICAGO ILL.

CATALOGUE FREE.

A peculiar system of interlacing the spokes of tangent-wheeled bicycles has been devised by Sims, a small maker in the North of London. He laces the spokes in the usual way, but connects each pair of wires from one flange to the nearest pair on the other side of the wheel by short pieces of stiff wire. This increases the rigidity of the whole.

Fisher & Co., advertised a new device for preventing croppers or headers from the ordinary bicycle, but after a few days trial it was withdrawn for improvement. I was privileged to try it, myself, fitted to a very inferior specimen of a ball bicycle, and was astonished at the way in which it went up and down curb-stones; but I cannot say why it has not yet been put upon the market, although I have an idea on the subject. I shall describe it fully as soon as the makers give me permission to make it public.

The Stanley Show will probably take place at the Royal Aquarium, Westminster, at the end of January; but no definite announcement has yet been made.

I see that your contributor "The Bard" has been good enough to let your readers know that

I HAVE RESIGNED ALL CONNECTION with the "Coventry Ring" rather than have my honest and straightforward communications to you and the *Wheelmen's Gazette* gagged in the interests of any firm of English advertisers. I have been accused, in *Bicycling News*, of misrepresenting the facts with regard to the fifty-mile road race, and Hillman & Co.'s subsequent advertisement, but the journal mentioned has not carried out its threat to expose what it implied it could expose, as to my motives for reporting the matter as I did. Neither has the proprietor of the *News* allowed any withdrawal or explanation to appear. I, therefore, have left the "Coventry Ring," at some pecuniary sacrifice, rather than prostitute my pen to the service of lying advertisers.

FAED.

LONDON, ENG.

The Amateur Definition—Meeting of English Western Cyclists.

"The above was held at the Esplanade Hotel, Paignton, on the evening of the 24th ult., as announced, Mr. Bridgman in the chair, and the following resolution was proposed: 'That this meeting is in favor of Mr. Hogg's proposal, "That the amateur definition of the N. C. U. be abolished," being adopted.' Considerable discussion ensued, all the speakers being of opinion that something should be done to amend the present unsatisfactory state of affairs, but on the resolution being put to the vote it was lost by a majority of three. Six proxy votes in favor of the motion were presented, but were disallowed." — *Cyclist*.

WE hear that Ives and Rhodes have presented their claims to the A. C. U. for records made at Springfield this fall.

Whittaker's Ten and Twenty Mile Record.

JUST as we go to press we receive papers and affidavits in the Whittaker ten and twenty mile record case. The papers consist of affidavits from Whittaker as principal; from W. H. Portious, referee; S. S. Smith and C. L. Rost, E. S. Simpson and M. H. Insley, timers; Geo. W. Lamb, Dade S. Cade and Tom B. Nicholson, judges; H. C. Brown, scorer; H. C. Bishop, starter; H. C. Bishop, Tom B. Nicholson, checkers; and J. R. Collins, M. B. Keegan, pace-makers. The affidavits were made before John H. Buford, N. P. The papers have been forwarded to Secretary McGarrett for action. The times sworn to are 10 miles, 29m.1 $\frac{1}{2}$ s. and for the 20 miles 59m.35 $\frac{1}{2}$ s.

Literature.

"BICYCLES and tricycles for the year 1886" is the title of a book written by Harry Hewitt Griffin, of London, England. This book is on the line of the Indispensable, with the difference that the book deals only with the novelties issued and machines improved during 1886. We cannot do better than quote Mr. Griffin's preface. "It would be quite impossible for us to criticise, even in the briefest manner, within the limits of an ordinary book, every machine now made; but nearly every known make, with the exception, perhaps, of one or two very new patterns, which have been introduced so recently that we have not had an opportunity to personally inspect them, will be found described either in the present work or those of the past two years. Our present issue contains descriptions of eighty-nine bicycles and one hundred and six tricycles; last year (1885) the numbers were eighty bicycles and ninety-one tricycles; and in 1884, when there were two separate issues of the division dealing with three wheelers, one hundred and sixteen bicycles and two hundred and twenty tricycles. Making allowance for those machines which have, by reason of alteration in design, been described more than once, and those which have been given up, nearly five hundred distinct types of machines have been described."

We have written for a limited supply of these books, and will furnish them at fifty cents per book. BICYCLING WORLD Co., 179 Tremont street, Boston.

IN the really exquisite volume entitled "Two Pilgrims' Progress." Mr. and Mrs. J. R. Pennell, present not only to cyclists but to the general public, one of the most fascinating delicately written and illustrated bits of descriptive travel that it has ever been our lot to peruse. From Florence to the Eternal City, on a tandem tricycle, over nearly the same route as travelled and described in "Note Book," by Hawthorne, only reversed. The Pennells took a circuitous route from Florence to Arezzo, by way of

Montepulciano and Siena, the home of Boccaccio. Monte Oliveto, Corton, Perugia, Assissi, Virgil's country, and the land of the brigands are other interesting places of the trip. Every spot is hallowed by memories of classic days, and every scene and object is suggestive of them. It is for this that the volume has greater value than "A Canterbury Pilgrimage." The travellers mingle with the people and share the spirit of every scene, noting as they flit along just the impressions made, and then they convey to their readers the color and warmth of what is before them. But, as before, the artist's pencil completes our view and appreciation. Twenty beautiful pen-and-ink sketches leave nothing more to captivate the reader. There is a unique title-page in resemblance of that of Bunyan's "Pilgrim's Progress," and a dedication in verse to Charles G. Leland. The covers are in three colors and have tasteful designs. "Two Pilgrims' Progress," Joseph and Elizabeth R. Pennell. Boston: Roberts Brothers. \$2.00.

St. Louis.

TUESDAY was club night. The Ramblers elected a secretary and passed new by-laws, and the participants in the late century run presented Captain Lee with a gold-headed umbrella, which was afterwards "moistened" in due form. At the Missouri Club the prospects for the League meet were talked over, and one member, A. C. Stewart, presented a letter, which was read to the meeting. It enclosed \$100 to be used for League meet purposes, and this starter will make things look up in this direction.

LITTLE rink riding will be done this winter. Hal Greenwood has opened a school at the Globe, but the boys seem to prefer their own club-rooms. Several wheelmen labored over the snow-clad hills on the Manchester pike last Sunday, and others rode in to Illinois, but the snow has subsided, and wheeling stops before a sea of mud.

A pleasant euchre party at the residence of Prof. Stone was attended by a number of cyclists Wednesday night. J. A. Lewis, for the Missouri Club, came out with flying colors; Hart, of the Ramblers, being second in number of points. Prof. Stone has taken unto himself a pea jacket, and vows he will ride the winter through. His friends who remember the pleasant times at his former suburban home, will be glad to learn that he contemplates removing to the vicinity of Forest Park.

It is claimed that a young lady was seen at an early morning hour recently, riding an experimental bicycle on the asphalt, in company with a well-known wheelman. The description of the machine she rode is vague, except that it had small wheels. There may be something in it. BREVITY.

All Sorts and Clippings.

IT is not *en regle* for bicycle clubs in England to don the swallow-tail at club dinners. "Morning dress" is the proper thing, so they say. Our morning dress, which might be *au fait* at 6 A. M., we fear would meet with a cool reception should we appear clad therein at a club dinner.

OWING to the litigation which has been commenced, we inquired as to who have been licensed to use adjustable ball bearings, and find that the parties so licensed at this time by the Overman Wheel Company, are: The Pope Manufacturing Company, Coventry Machinists' Company, W. B. Everett & Co., Wm. Read & Sons, A. G. Spalding & Bros., D. Rudge & Co., S. T. Clark & Co., J. A. R. Underwood.

GORMULLY & JEFFERY are busy making stock for the expected demand next season. The upper loft of their new building is a much higher room than any of the others, and will be used for storage. They propose to crate the machines as they are finished, so as to be able to ship immediately on receipt of order.

A WAIL is being raised in regard to the state of the roads in England. Is the glory of the tight little isle departing?

THE *American Wheelman* is a thoroughly live paper. All wheelmen should subscribe. Published at St. Louis. Send for sample copy.

THE San Mateo (Cal.) record for one mile is 4.40. The tracks must be awful. The road record of Hazlett, of Bay City, (Cal.) is better, he having covered 3,000 miles in 150 days.

THE Lillibridge saddle is about to be introduced into England, only they spell it "Lillie Bridge."

A CONTEMPORARY says that if the amateur rule were abolished, by the L. A. W. and A. C. U., a new organization would be at once formed on the old lines. That may be so, but the "get theres" that President Bates speaks of would not be the association of the "I am holier than thous."

"THE World's Exchanges," an elegant engraving, showing the eight leading exchanges of the world has been sent us by Moore & Schley, bankers, of New York. The popular interest which invariably attaches to money and its movements, is irresistibly attracted to this magnificent group of institutions, whose daily transactions aggregate many hundreds of millions of dollars. Such careful work, moreover, has been expended upon both the artistic and mechanical execution of the engraving, as to render it a worthy and appropriate adornment for the walls of our office. We thank Messrs. Moore & Schley for their courtesy.

THE question as to who is the professional champion of America, is not a

difficult one to decide. Woodside has earned that title. Rowe became a professional after the position was won by Woodside. Rowe has the chance at his disposal to disturb the title from its present resting place if he can.

WE can say to those who thirst for knowledge that the Rover type of machines will be run by nearly all our makers and dealers in the belief that this type of machine is bound to become deservedly popular. We incline to that belief ourselves.

THE *American Wheelman* is now owned by a stock company composed of the old proprietors, L. S. C. Ladish and John S. Rogers, together with two other well-known and representative St. Louis wheelmen, viz., Edw. L. Stettinius and Lindell Gordon. Mr. Stettinius for a long time was president of the Ramblers.

THIS is the way they are going at the question in England. The Roads Improvement Association of the N. C. U. and the C. T. C. The roads improvement association is formed for the purpose of circulating popular and technical road literature, having for its end (1) the enlightenment of the British ratepayer upon a subject that vitally affects his pocket and his interests, and (2) the instructing of road surveyors and highway boards as to the proper system of road maintenance, Remonstrating with the responsible authorities in cases where the neglected state of the roads has become a grave public scandal, and, if needful, as far as the funds will permit, taking legal action to enforce the rights of the public. Watching any suggested, and, if possible, introducing fresh, legislation with a view to removing the anomalies that at present exist.

JACK ROGERS spends a good share of his time in California lately, looking after his mining interests. We hope Rogers will strike a rich vein. In the mean time the *Post-Despatch* continues to belabor Jack while he is away.

"OUR Kent correspondent writes: I had a conversation with an old pro-cycler, near Sandwich, last week, when he told me that he used to lick J. Keen when he (the pro-cycler) was a boy, nineteen years old. He further said he used to ride a four-wheeled cycle weighing 175 pounds, with which he frequently beat any trotting pony on earth. Is this man a liar, or only a cycling pressman? Reply is obvious." — *Times*.

WE call this enthusiasm: The people of Pike County, Mo., are already making arrangements to have the twenty-one miles of belt road over which the *American Wheelmen* road race was run, put in the best shape for the race next year. The road is to be steam rolled and swept!

"PROBABLY a Hoax" is the way a Western exchange treats of the Loomis claim to 13,490 miles in the season. Well, we shall want a great lot of large substantiating before we can take that

record down. Allowing seven months for the season, that gives about sixty-four miles a day, Sundays and all.

THE Surrey Machinists' Co. are engaged upon a new safety bicycle of the Ivel pattern, which will be jointed in the middle of the longest part of the frame, and pack up into a very small space. Instead of a back fork, the rear wheel will be connected to the steering fork-centres only by a tube on one side of the driving-wheel hub, and the front fork will also be abolished in favor of a single tube. — *Tricycling Journal*.

THE Overman Wheel Co. announce that they will put the Downs Hub and Spoke Cyclometer on the market by 1st February.

THE antagonism between the elements in the Albany Bicycle Club, known as the "Toilers" and "Convivials," which came to the surface last year, has apparently slumbered for some time. Only apparently, however; underneath the surface the elements were constantly in conflict. There has been for some time a provision of the constitution to the effect that no member of the club, who is not a member of the League of American Wheelmen, is eligible to any office in the club, excepting membership in the board of trustees. About five months ago an amendment was offered to strike out the last seven words of the clause. The amendment was tabled. Last evening the regular monthly meeting was held, and the "toilers" were present in full force. The "convivials," against whom the amendment was directed, were absent because of the reception given by other organizations, of which they were members, to Mr. Hart, the actor. The amendment was taken from the table and passed unanimously, thus legislating out of office at least six of the trustees, who are not members of the League, and who are "convivials." A three-fourths vote is required to amend the constitution, so it is not likely that this action will be rescinded. The "toilers" are very much elated over their victory. — *Correspondence*.

WE have to thank Gormully & Jeffery for a very neat card case of alligator skin. These cases are designed specially for agents of the American wheels, and so on each side are inserted cards containing facts concerning this product of the Western country.

THE Lynn Track Association have made things once more even, and are now on deck with the determination that past ill luck will be reversed. Next season President Carroll, with his usual energy, backed by able lieutenants will make the Lynn track the scene of successes during 1887.

ALL the manufacturers and dealers who have received an invitation, have joined the Board of Trade, and future membership will only be granted by election, which must be unanimous.

Prince Wins the Six-Days' Race

THE six-days' forty-eight hours bicycle race for the championship of the United States, at Omaha, Neb., closed at 10.30 Saturday night, and was won by John S. Prince, who made 767 miles and nine laps, beating the championship record made in Minneapolis last month by 27 miles. Frank Dingley, of Minneapolis, covered 765 miles; Albert Schock, of Chicago, 756 miles; Tom Hardwick, of Kansas, 746, and E. N. Bullock, of Omaha, 672.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington Street, Boston:—

No. 351,090. Bicycle, Thos. P. Jeffery, Chicago, Ill., of the Safety type.

No. 352,191. Lantern hanger for bicycles. Thos. P. Jeffery, Chicago, Ill. Adapted to be suspended from the hub.

No. 352,331. Luggage carrier for velocipedes. Jas. A. Lamplugh, Birmingham, Eng. Patented in England, France, and Germany. A clamp embracing the handle, and a plate pivotally secured to said clamp, and provided with straps, etc. This plate is provided with an elastic facing, and acts as a leg-rest in coasting.

No. 352,503. Velocipede, T. Zanger, Buffalo, N. Y., for children's use.

No. 352,508. Bicycle suspender. Seth W. Babbett, Meriden, Conn. Suspends the machine by the handle-bars from the ceiling.

No. 352,698. Velocipede. Emile L'hoest and Jules L'hoest, Paris, France. Patented in France

No. 352,885. Velocipede. E. C. F. Otto, Peckham, England.

No. 352,952. Railway velocipede. A. W. Ingraham, Thurman, N. Y.

No. 352,989. Velocipede. Edward S. Burbank, Dow City, Iowa. A bicycle with its large or driving wheel engaging in a large inclosing wheel or circular track whose diameter is about twice that of the driving wheel, the circular track or rim being that which comes in contact with the ground.

No. 353,071. Velocipede. Homer A. King, Springfield, Mass. Relates to the rim, felloe, spokes, and hub,

No. 353,330. Roller bearing for Velocipedes. John K. Starley, Coventry, England, assignor to the Pope Mfg. Co.

No. 353,380. Bicycle. L. A. Rust, Loudonville, Ohio. A reversible saddle and reversible steering gear, and means for adjusting the seat for riding with either wheel foremost.

No. 353,504. Bicycle handle. Robert Rodes, jr., Nashville, Tenn. Handles pivotally adapted to be swung into a vertical position.

No. 353,793. Tricycle. W. J. Lloyd and Wm. Priest, Harborne, Eng.

No. 353,795. Stop-watch. H. A. Lugin, New York City.

No. 353,904. Bicycle. E. L. Winey, East Orange, N. J.

No. 353,917. Velocipede. R. G. Britton, Springfield, Vt.

No. 353,935. Velocipede. John Gibbons, West Troy, N. Y., and Chas. D. Meneeley, Albany, N. Y. Of the Otto type.

WHEEL CLUB DOINGS

THE Hartford Wheel Club, with its usual enterprise, have erected a toboggan slide, to be opened just as soon as the snow will consent to fall and stay. Harry Cornish, Hendee's trainer, has charge.

THE Springfield Club will not give the usual big ball this season, but will have entertainments in the club-house extending through the winter instead,—spread it out, as it were,

CYCLING in Delaware is, comparatively, only starting. In March, 1885, the Wilmington Cycle Club was formed with only eight members, and made but little advance that year. In March, 1886, they reorganized, put new life at the head, and now they have thirty-nine members, and most all active and enthusiastic. Last March, Delaware had four L. A. W. members, now they have twenty-nine. The Wilmington Cycle Club formed the Delaware division, of which J. E. Palmer is chief consul and C. W. Todd secretary-treasurer. The Wilmingtons intend next year to rent a room for club headquarters.

THE Missouri Club's riding record for the season of 1886 foots up 54,500. For a membership of thirty this is large. Captain Brewster tops the list with 4,275. Then comes A. T. Stevens with 4,178. Mr. Stevens takes the medal, as Captain Brewster's position bars him.

THE members of the Brooklyn Bicycle Club enjoyed a ladies' reception and entertainment last Friday. It was daylight next morning when the gay fellows turned homeward.

THE question of whether the Springfield Club will return to the fold of the L. A. W. as a club will be decided at their next meeting.

AT the annual meeting of the Union County Wheelmen, of Westfield, N. J., held 6 Dec. 6, 1886, the following officers were elected for the ensuing year: President, Dr. Fred A. Kinch, Jr.; secretary, Arthur N. Pierson; treasurer, Albert Farrington; captain, Frank S. Miller; first lieutenant, Thos. H. Burnet; second lieutenant, John Z. Hatfield; color bearer, John A. Brunner. Our club is in a very prosperous state. We are always glad to see our friends, and lend a hand to aid the tourist.

THE annual election of officers of the Oregon Bicycle Club, of Portland, Oregon, took place on Tuesday evening, 2 Nov., 1886, with the following result:

President, Geo. Breck; captain, Dr. C. C. Newcastle; sub-captain and bugler, C. W. Scott; secretary, C. S. Wells; treasurer, Dr. B. E. Miller; color bearer, Lawrence Knapp.

THE Hyde Park Ramblers will indulge in their first ball this season on the evening of New Years.

THE Chelseas have been tripping the light fantastic, and a very successful affair it was. The decorations were very ornate and appropriate. Clubs were represented from Malden, Melrose, Somerville, Charlestown, Everett, Boston, Maverick, and Chelsea Ramblers. The committee of arrangements were: C. E. Walker (chairman), W. S. Fraker, G. W. Hardy, L. H. Frost, H. W. Turner, C. M. Gibbs.

THE Los Angeles Wheelmen have recently elected the following officers, to serve six months: W. S. Jackson, President; J. F. Plank, vice-president; C. M. Lindsey, secretary and treasurer; R. E. Woodworth, captain; D. C. Wilgus, lieutenant; F. E. Olds, bugler.

THE Binghamton (N. Y.) Club is right in line in a social way, and lately gave a very swell hop.

THE Long Island Wheelmen gained forty members by the disbanding of the Bedford Club, the members of which lately joined the Long Islands.

THE Kansas City Wheelmen have elected these officers: President, J. A. DeTar; secretary, William Exley; treasurer, A. M. Windolph; captain, G. L. Henderson; first lieutenant, Henry Ashcroft; second lieutenant, R. B. Hall; color bearer, J. M. Wilfley.

THE Ilderan Bicycle Club, of Brooklyn, N. Y., at its annual meeting, elected the following officers: H. Greenman, president; E. A. Wagenfeuhr, vice-president; R. L. Calkins, secretary; W. F. Miller, treasurer; W. J. Savoye, captain; H. H. Farr, first lieutenant; E. L. Hall, second lieutenant; E. Hornbostel, right guide; F. C. Farnsworth, left guide; F. Hawkins, color-bearer; P. A. Seixas, bugler; W. F. Miller (chairman), room and amusement committee.

AT the annual meeting of the Yonkers Bicycle Club, the following officers were elected: Edward A. Oliver, president; Edward E. Thorne, secretary-treasurer; William H. Ulrich, captain; Dwight G. Holbrook, lieutenant; Edwin R. Holden, first color-bearer; Edward T. Maurer, second color-bearer; Henry C. Carling, first bugler; William L. Thorne, second bugler.

THE University Bicycle Club, of Philadelphia, is about the only live college club in America. They have a membership of twenty-five, and have a total mileage of 7,000. Capt. W. B. Page tops the list with 1,800 miles to his credit.

THE North Missouri Bicycle Club was recently formed at Edina, Mo., with the

following members and officers: C. Elionberger, president; H. L. Parsons, vice-president; F. J. Wilson, treasurer and secretary; J. H. Agnew, captain; V. E. Lycan, first lieutenant; F. H. McCullough, second lieutenant; C. M. Brown, H. L. Parsons, D. H. McGonigle, Wm. Walker, members of club committee.

THE Illinois Cycling Club was organized at Chicago, Ill., on 10 Aug. 1886, and the following officers were elected for the present year: W. Ashley Davis, president; T. L. Sloan, vice-president; C. R. Griffith, Jr., secretary-treasurer; John F. Palmer, captain; Wm. B. Buckley, first lieutenant; E. H. Carqueville, second lieutenant; Charles T. Klock, color bearer.

THE Pequonnock Club, of Bridgeport, Conn., is showing signs of vivacious life. They have lately held a successful fair for the benefit of the club, and last Wednesday they gave a ladies' reception.

TO-MORROW night is ladies' night at the Massachusetts Clubhouse; all those who have attended know this is synonymous for a "right good time."

WHAT's the matter with Fall River? They are all *wrong*, that is, if report is true, that the club has disbanded because of lack of interest. Poor roads must be the foundation of this lack of interest.

THE Somervilles (Mass.) are to have a ball on the evening of 22 December, at the Odd Fellows Hall, in that city.

THE annual meeting and supper of the Manchester Bicycle Club, occurred 4 December, and the following officers were elected: President, Frank O. Moulton; secretary, Herbert S. Fish; treasurer, Clarence E. Temple; captain, H. M. Bennett; first lieutenant, John Newton; second lieutenant, Daniel Price; bugler, William Price; color bearer, Clarence D. Palmer.

The club has recently leased a suite of rooms in the Opera Block, which are now being fitted up for the accommodation of the members. It is expected that the new headquarters will be ready for occupancy before the end of December. Eight members of the club have wheeled 11,800 miles since the previous election.

THE Baltimore Cycle Club is among the foremost cycling organizations in the United States. It is sumptuously housed in a building erected specially for their occupancy. The lower floor, 24 x 80, can be thrown into one grand room when occasion requires. Ordinarily, however, it is divided by means of handsome portieres into three rooms, the floor of this apartment or apartments, is finished in a high state of polish, making dancing thereon superb. The next floor is divided into billiard and pool room, locker room and lavatory. The top floor is fitted up as a gymnasium, 24 x 80, and eighteen feet high. The fittings of this room are of the most complete.

THE president of the Florence Cycle Club, A. G. Hill, Esq., was elected Mayor of City of Northampton, 7 Dec., 1886. As a reform and temperance candidate, it will be of course understood that not the least of his supporters were the Florence Cycle Club. His popularity is best illustrated in the fact that only twenty-eight men in Florence voted against him, with from three hundred to four hundred votes cast in his favor. He is an ardent supporter of the wheel, and is the representative from this district in L. A. W. board of officers. — *Correspondence.*

THE Kings County Wheelmen minstrel show given last week in Brooklyn, is reported as being one of the best amateur performances ever held in that city. From the rise to the fall of the curtain it was one continuous round of mirth. Some three hundred gentlemen and over two hundred ladies formed an appreciative audience. The programme bore the names of W. H. Robertson, of the Brooklyn Athletic Association; N. Cailan, J. Knowles, W. E. Fuller, J. C. Hemment, E. S. Siebert, W. D. Marks, H. Frost, Jr., F. H. Douglas, M. L. Bridgman, A. C. D. Loucks, T. B. Hegeman, T. S. Snyder, W. B. Fosdick, A. F. Camacho, of the Dauntless Boat Club; W. C. Marion, Frank Norris, Alfred Ribis, of the Nautilus Boat Club, and J. C. Hemment. Camacho made the hit of the evening. He has improved greatly as a ventriloquist.

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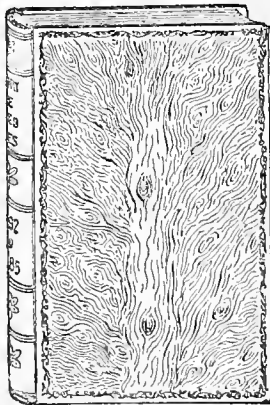
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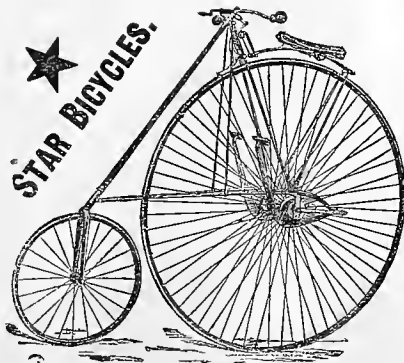
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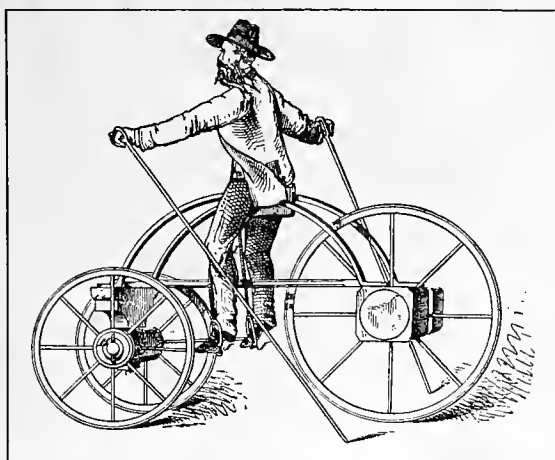
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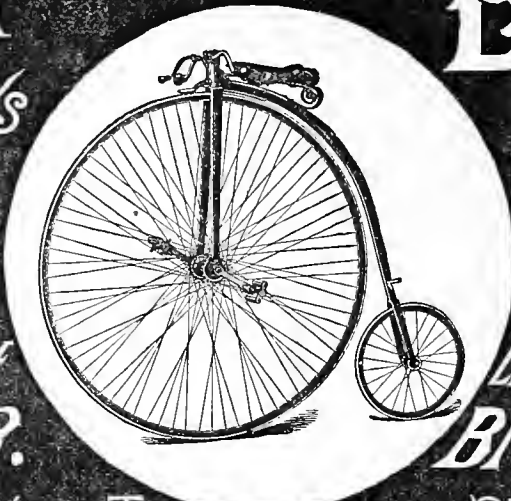
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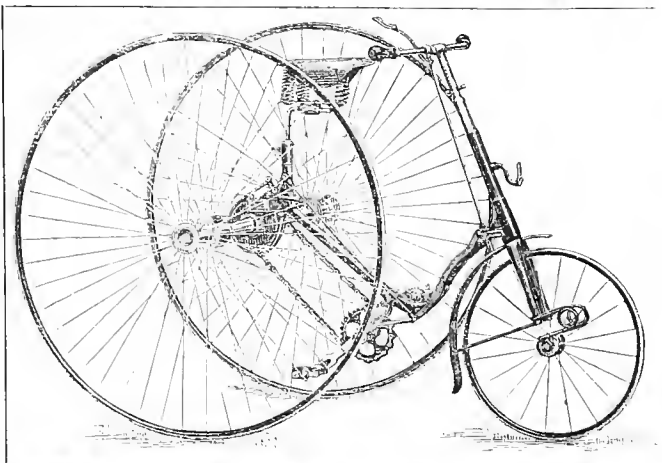
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 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 24 DECEMBER, 1886.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

WE rather give cycling news the cold shoulder this week, and, instead of the

usual matter, present a few timely stories and articles. Next week we shall do likewise, and then President Bates will give us something to laugh over.

WE have faith enough in the sincerity of human kindness to believe that oft-repeated congratulations and good wishes appropriate to the season can never become mere commonplaces. We, therefore, once again extend our hand to every one of our readers, and, in the language of dear little "Tiny Tim," wish you all a merry Christmas, God bless all of us." To our contemporaries, one and all, we offer the right hand of fellowship, and with our best wishes for their continued prosperity, hope that the year 1887 may inaugurate among us a new era of "Peace and Good Will."

WE trust makers of Rover type faeries will see to it that the handles are bent well back.

ENGLISHMEN are very fond of rushing to the courts to obtain balm for injured feeling and damaged reputations in actions for libel. We cannot excuse the *Wheelman's Gazette* for calling Mr. Hillier an "imbecile" and a "fop," but Mr. Hillier looks microscopic, and lays a foundation for the first epithet by suing Mr. Etherington for republishing the objectionable words.

THIS is Christmas day, and we hope it will find our readers, one and all, well supplied with worldly comforts. To our esteemed contemporaries we leave the privilege of getting off the stock joke about cyclers' hose and Santa Claus.

WE are glad to see so many clubs settling down into comfortable and even palatial headquarters. It tends to give permanency and stability to the sport. But for real pleasurable cycling, give us a small club of choice spirits with no responsibilities, but the enjoyment of the hour. The struggle to pay rent and meet the liabilities entailed by an expensive establishment sometimes spoils all the fun.

As we have always said, the real remedy against makers' amateurs is in the hands of the makers, when they realize that it really does not pay, from a legiti-

mate business point of view to keep a stud of racing men, then shall we see the problem settled. All the legislative bodies have been singularly weak in the matter. One don't know, the other don't dare; this one hesitates and the other makes a bull. We intend to include the associations on both sides of the water.

IT will not be many days before the cry will be for St. Louis. It must be admitted that of late years the attendance of members has not been what it should. Let St. Louis put some Western enthusiasm into this meet, and see if the turnout cannot be fairly large. Boston should try and send a good delegation.

MR. KIRKPATRICK has been paying Boston a visit, and has been closeted with Mr. Bassett. We hear that this portends evil to a certain League official, and that his scalp is being sought after.

WOODSIDE and Morgan are accused of fixing the hundred-mile race in Minneapolis, on 9 December. They deny the charge, as might be expected. The referee, however, declared the race and bets off. We are sorry that this suspicion should exist.

OLD Pluvius played the scratch with the Boston club musical last Saturday, only about half a hundred being in attendance. Mess. Reed, Smalley, and Knapp sang, and Mr. Nash, a guest, presided at the piano. Other members contributed their quota to the evening's entertainment.

MORGAN, Schock and Armaindo are spending their Xmas pounding away at a one hundred and forty-two hour race. Morgan is ahead so far, and it looks as if records must go.

THE announcement that the Pope Manufacturing Company is to bring out a tandem and handle-bar steering tricycle next season causes much curiosity among wheelmen, although little is definitely known about their special construction, every one confidently expects them to combine improvements and qualities fully equal to the customary product of this company.

A big International Tournament, at Alexandria Park, London, will be held 20 to 22 May. Efforts to have good American representation is being made.

The Ghost of the Old Mill Road.

BY CHARLES RICHARDS DODGE.

Author of "A Quaint Little Maid," "Louise and I," "A Shadow Love," etc., etc.

TRUTH is stranger than fiction. Horatio, philosophizing to-day upon the marvels of heaven and earth, comes no nearer a solution of the profounder mysteries of life and death than when the ghost of Hamlet was first made to stalk upon the platform of Elsinore. But the records of psychic phenomena have been accumulating steadily since Horatio first learned to philosophize deeply upon the subject; and now to admit scepticism as to the influence of one mind over another under certain conditions, or even as to positive visible presence, is but to plead ignorance of many authentic occurrences throughout the world. A portion of the following story, for which I will only be responsible as far as the correctness of the narration is concerned, as I give it second-hand, will fully illustrate my meaning. I will add that the strange occurrence related is an incident in the life of my friend John Holworthy, and I present it in his own words as nearly as I can remember them.

"I am twenty-five years of age, in full possession of all my mental faculties, an unbeliever in so-called spiritualism, yet solemnly affirm that I have been visited in the dead of night by an apparition which distinctly spoke to me, and then vanished into space before my very eyes. It was only a month or two after pretty Madge Wyld had told me, with the tears moistening her long black lashes, that she could only regard me as a valued friend and never could become my wife, though admitting that she loved me better than she loved herself.

"Oh, how her kindly spoken, yet cruel words cut me to the core, for I loved her more deeply than any woman I had ever known.

"But Madge, dear, dear Madge," I pleaded with almost boyish vehemence, 'think of the happy months, the years, that we have enjoyed each other's companionship; of the happier future that may be ours with a word, one little word that your sweet lips could utter with a breath! Tell me, oh tell me, why you are treating me so cruelly!'

"I *must* not say yes,' she murmured tremulously, the color quite gone out of her cheeks, her eyes cast reproachfully downward.

"But why?' I persisted. 'Surely there must be a reason.'

A faint, affirmative nod was her only reply.

"And you will not tell me?'

"O, John!" she cried at length, burying her face in her hands, 'do not wring the truth from me! Believe me, it is not best that you should know.' Then, in a moment, growing calmer: 'It would only make you more unhappy than you can be now, while I—, no, no, it is enough that we have loved; let us part sincere friends, and some day, when you have found one who will make you a

better, though no truer, wife, I will tell you something.'

"We talked only a little longer. I vowed I would never lose sight of her, while she, at my earnest solicitation, promised that in any hour of need she would send for me, and would always regard me as a sort of elder brother and protector. Then, with a great choking lump in my throat, I kissed her, and to hide my deep emotion, turned to look off over the landscape. And so without learning the secret of her strange refusal, yet feeling that I had won her heart fairly, and knowing how true a woman she was, we parted.

"In vain I speculated as to the motive which had influenced her decision,—that her reason was an all-sufficient one, from her standpoint at least, I was content to believe, though this did not in the slightest lessen the keenness of my disappointment. Then I recalled a trifling incident occurring one evening when, in lighter mood, she had suddenly ceased her merriment, and, looking me solemnly in the face, had asked me if I knew that sometimes she was not herself. The suggestion was most repugnant to me, but afterwards, in thinking it all over, I wondered if there was insanity in the family.

"There was little purpose in life after our parting interview. I am sure that business was frequently neglected on my part, and that I found a deal of negative enjoyment in solitary tours up and down, here and there, where fancy led or wheels would roll. And when the hills became too steep, or memory too keenly vivid, there were woody dells, or sheltered copses where I could sit upon a great rock or fallen tree-trunk, unobserved, and, watching the autumn leaves as they flitted to earth or fell into the streamlet, make myself very miserable indeed.

"But whither am I wandering, like a child astray of a summer afternoon, for I had begun to tell of apparitions, and have only been brooding over my hapless love for pretty Madge Wyld.

"The old mill road of my story is now little more than a by-path, for the mill, long since fallen into disuse, within a few years has been entirely destroyed. Nor is the road considered good for wheeling, but as it leads through the valley of a romantic stream, which, after many windings, finds its way to the broad Potomac, it is much frequented by such idlers as I, who love not the atmosphere and the hurry and bustle of a great city. Artists haunt its rocky environs continually; and in springtime, when the great purple violets, and the twinkling anemones are in full blossom, the hillsides resound with the music of happy voices; which, blending with the songs of birds, and the gurgle and plashing of brawling waters, fill the heart of a dreamer, such as I, with ecstatic joy. And Madge and I have often been companions on such springtime rambles.

"I know not the history of the old mill,—that water-color hanging upon the wall before you represents it most charm-

ingly as it used to be,—but I have heard that in a house hard by, which has long since vanished, the miller lived with his wife and daughter. She was fair—for so the story always runs—and the rustic gallants of the neighborhood, as a matter of course, were one and all in love with her; two had even dared to acquaint the girl with the state of their feelings towards her, and, as might be inferred, were hated rivals. Then, as time went on, one of them, bolder than his fellow, urged his suit with such ardor, meanwhile, disparaging his rival by contemptible insinuations, that a quarrel ensued, which was quickly followed by a duel. With slight attention to preliminaries, the men met in an oak grove within sight of the old mill—and the girl's house, too, for that matter,—one of the seconds being a workman in the concern. Matters had gone so far that the principals had been given their positions and were awaiting orders to fire, when the girl, darting through a thicket of young birches, sprang unannounced into the open ground between them. At her faint, frightened cry the men, mistaking the voice, wheeled and fired; the girl unfortunately being in range, was struck by one of the bullets, and fell dead upon the spot.

"So runs the story, handed down by the colored people, who for fifty years and over have lived in the neighborhood; a story explaining a ghostly visitor which an old negro aunty informed me, with white staring eyes and bated breath, had, upon several occasions in her remembrance, been remarked in the valley near the place where the girl had met her death. It may be true or false,—a bit of fox-fire on a decaying tree-trunk, a white animal standing in a thicket, or veritable 'spook.' I have no means of knowing at this late day. It has been enough for me to remember the silly tale, though oftentimes with much wondering if there ever was a pretty miller's daughter in the valley, who lost her life at the hands of a lover in so highly melodramatic a manner.

"The whole country, hereabouts, is picturesquely beautiful; and the dreaminess of a late October afternoon, with its soft, hazy, Indian summer atmosphere, woos one from melancholy most effectually. It was upon such an afternoon that I had pushed further on my travels than was my wont, threading my way over broad macadam, deep into the Maryland country, unmindful of everything but the beauty of the scenes through which I was passing, though perhaps realizing the joy that comes from actual contact with a trio of spider wheels, high geared and smoothly running.

"I cannot now recall all the incidents of that sunny afternoon; nor are they in any way essential to the story. Night found me many miles from home, but for this, I cared not, knowing that there would be a moon by nine o'clock, and remembering that the roads were in fair condition for a night run. I will also pass lightly

over the details of my halt for supper at a hospitable Maryland farmhouse: the fried bacon and chicken with accompanying corn-pone and roasted sweet potatoes; the faded prints upon the walls, telling of conflicts between the blue and the grey in the terrible days of '63; the story of the skirmish almost at the door of the farmhouse; the fragment of Yankee shell upon the mantle, which had made its way through a door panel and ploughed up the bricks comprising the very hearthstone. It was all so old, and yet so new, and the white-haired farmer took such pride in the narration of each detail, dwelling with such fervor upon these bits of history that were made under his own eyes, that I was loth to take my leave until the moon was high in the heavens.

"It was past midnight when, from the brow of a hill I caught the first glimpse of the lights in the great city toward which I was riding. It was a straight road now, and realizing how soon I should be at home, I pressed forward, my mind filled only with the stories of the war to which I had been listening. Then, as the way grew more familiar, and I was approaching the turn-off by which the old mill road could be gained, the desire came over me to visit the romantic spot by moonlight. It might have been a hazardous ride along that neglected by-path, but that I knew it so well, for the ruts and rain-gullies were deep, and there were stones innumerable, over which I bumped most unceremoniously.

"At length the ruins of the mill were reached, and I paused to look about me. It surely made a lovely picture lying there, in the moonlight, against a fringe of trees, the water scintillating beyond it, and the dark hillside rising grimly above it like an impenetrable wall. It made a deep impression upon me; and I recall, almost with a shudder, even now, the rustling of the dead leaves amid the trees, the moaning of the night-breeze in the pines and cedars, and the hollow gurgle of the streamlet near by, sounding at times like the ominous rattle in the throat of a man who lay dying. It is little wonder that my thoughts reverted instantly to the story of the miller's daughter, and the words of the old colored woman came into my mind with startling emphasis, —

"'Fore God, Mister John, I done see dat poor gal's spook 'long side o' yon sycamore jes' 'es plain 's I see you dis minit.'

"'Heigho! there are clouds in the sky, and I must get out of this place while there are lights aloft to guide me.'

"Again I was moving, the cool night air striking me with a damp chill, which was most uncomfortable.

"'Killed - by her lover,' I mused, 'when she had come to save his life. And what was her name? Had she dark hair or golden; brown eyes or —'

"'John! — John!' seemed to come to me, wafted upon the night air, while the dark hillsides echoed back the voice in a sepulchral whisper.

"For once in my life I was helpless with the weakness of sudden fear, but it was only momentary. 'Could that have been a human voice?' I asked myself, 'or only the notes of a night bird, or the cry of some animal in distress?' Then I pushed forward again, gaining speed with returning strength, as I peered into the shadowy gloom beyond.

"But I will not seek to spin out a harrowing tale, by use of needless, carefully phrased detail, but come directly to my story. After turning an angle in the road, not a hundred yards in advance of me, I suddenly beheld a figure, clad in a loose white garment, slowly retreating; but ever and anon turning to look backward, as though to lure me on. At first view I trembled with nervous agitation, but, at length, summoning all the strength of a powerful will and appealing to reason, I found myself pushing on to get a nearer view. I followed, thus, the person, apparition, or what you will, for several minutes; the figure retreating rapidly as I advanced with speed, or more slowly when I slackened my pace, — as I did once or twice to test the matter. Then in an instant it vanished altogether.

"I was sorry the affair had ended so unsatisfactorily, for, if a veritable spirit, I wished to meet it face to face, and set forever at rest in my own mind the question of ghostly visitations.

"Rolling carefully along now, my mind filled with perplexing thoughts and suggestions, I suddenly rounded a curve in the way, passing a clump of birches, when I again heard my name called, but this time as distinctly as I ever heard a word spoken in my life, and, turning abruptly, beheld the figure standing not two yards from me at the side of the road.

"A single glance at the face, which looked into mine imploringly, pitifully, for a brief second, ere the apparition again vanished, struck an icy chill to my heart and seemed to congeal the blood in my veins.

"*It was the face of Madge Wyld.*

"For a moment I was a faint-hearted coward and was unable to control hand or foot; and then, like a flash of light into my brain, the thought came to me, 'She has need of you, John, fly to her.'

"I know not how I was enabled to get over the stones and gullies of that dreadful way in safety. Love must have lent me herculean strength, and fastened a pair of wings upon every wheel. I was too agitated, I admit, to think much about a thing so trivial, though I remember my thought as I swung into the travelled road, once more, and realized that there was sure ground beneath me. It was that the way was now clear, and that my own strength and endurance were the only measures of time until I should reach my destination. I would not attempt to say how fast I flew over the highway leading to the city; it was the most reckless run I ever made, night or day, and I trust I may never have another like it.

"But the three miles were soon traversed, and the house where Madge re-

sided was reached in safety. Lights were burning dimly in the hall, as well as in two of the upstairs rooms, this fact, as I approached near enough to observe it, setting my heart to palpitating wildly. I touched the bell knob as gently as I could, under the circumstances, and almost overcome by the apprehension of possible alarming intelligence, awaited impatiently the opening of the door. Would the summons never be obeyed? I rang again, hoping against hope; but it was not until the third ringing — a nervous, spasmodic jerk — that I heard footsteps in the hall; then the door swung back upon its hinges, and thrusting my face eagerly into the opening, I was only able to gasp 'Madge'! and to lean heavily against the door-frame for support.

"Upon entering the house, I was told that Miss Wyld had arisen in her sleep a little after one o'clock, — she was a somnambulist, and this was the reason of her strange refusal of my hand in marriage, as I afterwards learned, — and, walking out upon a high roof, which was gained from a hall window, had stepped off and fallen quite a distance to the ground, inflicting upon herself very grave injuries. She was lying unconscious, just as they had found her a few moments after her fall, for, evidently, she had waked when too late to save herself from peril; her cry of terror, as she fell, awakening a domestic, who at once aroused the household.

"Let me pass over the weary days that we watched by her bedside, while the vital spark seemed flickering 'twixt life and death, for after a time we were overjoyed that she awoke to consciousness again, and could speak to us.

"No one, on a bed of pain, could have had more loving care, or more skilful nursing; and, ere long, when improvement had grown more rapid, she was able to brush from her brain the cobwebs of oblivion, and to talk of herself. It was in these moments that I found greatest joy in her company, for she seemed to have forgotten our unhappy parting, and to look to me as her only friend and protector.

"When I could do so, without unfavorable consequences, I spoke of my midnight adventure on the old mill road, touching as delicately as I could upon the subject of the apparition. She remained in deep thought a few moments, when I had ceased speaking, while I held her hand gently, and then, looking into my face with a puzzled expression, as though trying to recollect something long forgotten, she said, —

"Yes, John, it is coming back to me now, though as yet vaguely, for I can recall a benumbed sense of existence, after my fall, and a great necessity for help. Then I seemed to be thinking of you, and to know just where you were, which is the strangest part of it; and now, — let me think a moment, — yes, I recall a lonely road, with water upon the left, and trees and high hills upon either side, and the glint of nickel in the moonlight, as I saw you approaching. And I was so

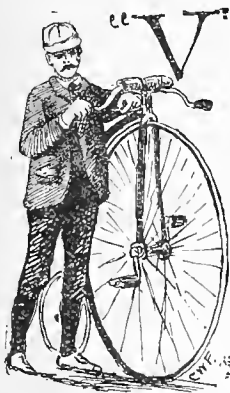
afraid you would pass me by, that I think I called to you two or three times. It is very strange, appearing like a dream to me, though I can recall nothing else until the evening when I opened my eyes upon your dear face, John, in my own room, and learned that I was very sick, and had been unconscious."

But why make my story longer, particularly as the incidents which might be related have only a personal interest to those who would form its *dramatis personae*. Suffice to say I have lived to see a spirit, — no troubled ghost of some poor victim of hapless circumstance, consigned to an untimely grave — but that intangible, disembodied something, which is the subtle being, the very *life* — to use a word fraught with the deepest mystery — of her whose love I hold higher than all else in the world."

Here John Holworthy's story ends. Madge Wyld recovered, though her full recovery was a marvel to all, and a matter of weary months. And, strangely, the terrible shock experienced at the moment of her fall, after she had awakened to find herself upon the verge of peril, cured her of all those somnambulist tendencies, — which had come upon her in childhood, and were increasing as she grew older — and which had served to darken her life.

That was over a year ago, and the Christmas bells will ring a joyful peal as sweet Madge Wyld becomes a bride, for John Holworthy, having long since won her heart, not many months ago won her promise to marry him before the death of the old year.

Up the Connecticut.



"VERY well, then, I will go it alone," quoth I, and I am afraid there was a certain amount of asperity in my tones, but the cause was aggravating. Now see if it was not? Last summer "London W.," bubbling over with enthusiasm, proposed a two or three days' tour with the writer; hands were clasped, the bargain made, and the Connecticut Valley, from Springfield to Greenfield, decided on. Imagine my disgust, when at the eleventh hour, this delectable youth announced the fact that he could not go with me, I slightly lost the usual even balance of my temper, and delivered myself of the above remark with feelings not of the most Christian-like. So it came to pass, that on a certain bright morning in the middle fall, I found myself, my bicycle, and my camera *en route* for Springfield via Boston and Albany Railroad. Arriving here at about 11 A.M., and having

stowed away in the interior economy of my anatomy a good solid foundation of beef and Bass, I was in the act of mounting and starting on my trip, when I was arrested in the fulfilment of my intention by hearing a stentorian voice command me to "Halt"!! This startling and peremptory demand rather upset my equanimity, but was immediately restored to me on finding that the demander was none other than Mr. A. H. Overman, who, after the usual greetings, assured me that I would not be allowed to proceed a step (a revolution more properly), until I had seen W. A. Rhodes make the attempt for the hour record. My physical incapacity to cope with the demander successfully, and force my way, backed, I must say, by my own inclination, decided me, and I was rewarded by seeing the phenomenal feat of twenty-one miles five hundred and forty yards being covered by Mr. Rhodes, in the hour, at that time the world's record.

It had been my intention to make North Hampton my resting place for the night, but the interruption recorded above made that impossible, and so I decided to spend the night at Holyoke, only nine miles away. It was 4.30 P. M. before I got straightened out for this place, and in view of the fact that many dark hints as to the condition of the Connecticut Valley roads had been thrown out, I was charmed to find such an excellent surface as that between Springfield and Holyoke; a more beautiful ride than this stretch it would be hard to find. The effect of autumn's brilliant coloring of the foliage and the glorious stretch of river, will need a much more facile pen than mine to convey properly. The "Winsor," at Holyoke, afforded the most satisfactory accommodation for "man and beast," and after a long consultation with the obliging clerk as to roads, routes, etc., to be tackled on the morrow, I turned in, and the sound sleep of a clear conscience was vouchsafed me.

A peep out of the window early next morning afforded a lugubrious aspect of dense fog, but "Probs" said "fine weather," and so, after an excellent breakfast, served by an exceeding attractive young waitress, I girded my loins, so to speak, and with light heart started out on my trip to Greenfield. The hotel clerk, the night before, had assured me that with the exception of "a few sandy strips," I should find "good hard roads" all the way to North Hampton. By the time I was under way, the sun had commenced to get the better of the fog, and I could see that the promise of a fair day by "old Probs," was about to be realized.

Over the Connecticut bridge, I was soon pointing for South Hadley. A mile of passable riding, and then I struck one of the "sandy strips," so down I got, and began to push my machine through pretty deep sand. "Ah, well," said I, "I shall soon strike the hard road again," but somehow or other the strip seemed to stretch out, and though I

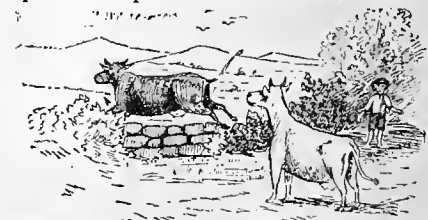
essayed to ride once or twice, the five miles into South Hadley was accomplished somewhat after the manner shown below.



the largest seminaries in the country, I determined to *ride* through that village or die, for my vanity would not allow that any stray miss should see me plodding and pushing my machine, an object of pity and commiseration. No, I would be an object of envy and admiration and ride. Providence, in the guise of good sidewalks, permitted me to carry out my purpose; and, even if my attention was attracted to the grounds of this fine seminary so that I collided with a tree, I felt that the honor of cycling had been fairly upheld in the eyes of the sweet young beings who were blessed with a view of my flying and Apollo-like form.

South Hadley passed, and another "strip" of sand brought me down to push and plod. "How are the roads from here to Hockanum ferry?" I asked of a native. "Good," said the native. "Any better than *this*?" queried I. "Naw, about the same," said the ruralist. Quietly I walked along a bit, and then, leaning my machine against the fence, I addressed a few forcible remarks to an adjacent gate-post (I will not repeat them); suffice it to say the remarks were equal to the occasion. After this my good humor came back, and the novelty of taking a bicycle tour on foot, became a source of gratification which was very filling.

There must have been something very alarming about my appearance, for as I was descending a steep hill (*on foot*) I spied a couple of cows coming toward



me. No sooner did they spy *me* than there was consternation in the camp, a stand-still on the part of the cows, a



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short look at my terror-inspiring proportions, and then a bovine stampede. Well, the way those kittenish cows cleared that fence was a caution. As for the infantile driver he was too speechless for utterance. I, of course, apologized to the boy, gave him a nickel, and told him to be good and a credit to his progenitors, then I sat down and regaled myself with apples and the glorious view. Mount Holyoke, on the west of the river, towered up and looked like a huge bouquet of gorgeous flowers; while on the east side of the river was Mount Tom, a fitting companion for his stately neighbor. The river flowed along about a mile in the distance, dividing the two hills, placid and calm, reflecting the colors of the trees with a clearness equal to a mirror. With such roads in prospect, I had not much time to sit and enjoy the magnificent view, so that the march was resumed, varied by a short stretch of riding, and soon the notch in the hill was



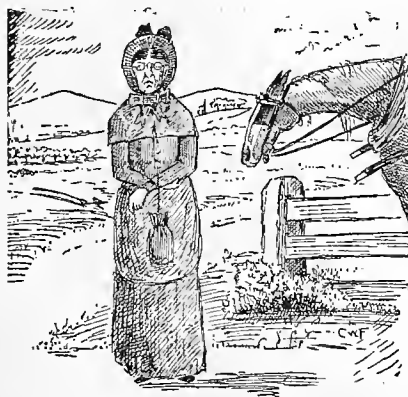
reached, and my way down to the ferry was a comparatively easy run of about two miles. Hockanum Ferry has certainly the charm of being primitive, and the ferryman, well, he has the charm of being primitive also. A stalwart young fellow as ever bent to an oar, but as innocent of what existed beyond a radius of a couple of miles, as I am of the condition of the roads in Unyamwesi. Persistently did I try to elicit some information as to roads, but beyond the fact that "this was Hockanum Ferry, that Mount Tom, and over yonder Mount Holyoke"



I failed to find that he knew anything of the outside world.

After leaving the ferry, which is about one mile from North Hampton, a surprise

awaited me in the shape of a real good road. That I availed myself of it, and sped along over the flat meadows, goes without saying, and into the village I rode in good style. Here I got down for the purpose of getting information and absorbing some "sody." While in the act of absorption, I was accosted by a gentleman who introduced himself as F. C. Shearn, a local cyclist, who very kindly volunteered to pilot me well on my way towards Haydenville, the place I had decided on to take dinner. Mr. Shearn gave me some of the best sidewalk riding for about three miles through Florence, the home of the sewing machine of that name, and the site of one of the largest Freethinker's temples in the world. Shortly after passing through Florence Mr. Shearn bade me good-by. I thanked him for courtesy shown, and after half a mile bad riding down I came to the old walking act. Coming to three corners I was undecided which road to take. Just then, as I was wondering, good luck furnished me the means of information in the person of a young school miss, who kindly answered my queries as to the way to Haydenville. Further good luck: the road to Haydenville was her road home, and so as the riding was poor and the walking *extremely* good just then, we trudged along together, enlivening the way with gay converse. "Where did she live? Right over there," pointing to a substantial farmhouse. "Where did I live?" "Oh, I lived in Boston. Had she ever been to Boston?" "Yes," with great animation, she had been to Boston, and had been to the theatre there. Oh, it was fine. Uncle John took her. She was going again Christmas with father," and so on. Soon I parted with my lively little companion, and then on dinnerward. About a mile from Haydenville I met an elderly party of severe mien standing by a horse of



vicious aspect. The party, without preparatory remark, popped this question at me with alarming incisiveness: "Young man, where does Abel Smith live?" With extreme regret and humility I explained that "I was not aware of the abode of Mr. Abel Smith; that I myself was a stranger in a strange land, a pilgrim in 'furrin' parts, and I really did not know."

My polite speech was acknowledged with a "humph," and so I passed on, leaving Madame Acidity in the roadway regarding the trees and hedges as though she expected to find the dwelling of Abel tucked away somewhere on the branches or the fence.

I got two things out of Haydenville — a good dinner, and the fact that Mr. Hendee, "our George's" father, lived in that rural retreat. The landlord and the village oracle assured me that the roads were good from that point to Greenfield, and nothing but fear of the gallows and nothing but an inborn love of humanity prevented a case of double homicide then and there. For three or four miles the roads did show up better, and my spirits arose in consequence. Again I came to three roads, but this time no fair young school girl was in sight; a substitute, however, in the person of a sedate-looking



individual, dressed all in black, presented itself. The party was leaning against the fence in a contemplative attitude.

"Ah," thought I, 'here is one that can give me all the information I want,' so approaching him, I said: "Sir, can you tell me the best way to Greenfield *via* Whately?" "Never heard of such a place," came from him of the contemplative attitude." Thinking my English faulty, I cleared my throat and repeated the name, "Greenfield, Greenfield! the way to Greenfield." A stony stare was my only answer at first, and then the mouth of this individual opened, and "he 'lowed thar was some sich place over beyant," pointing in directly the opposite location that I knew this place lay.

This is *fact*, a man living within fifteen miles of a place could not direct me how to get there!! He did point out the road to Whately, and so I wended my way, overwhelmed with amazement at this fresh instance of rural intelligence. Fair roads and no adventures from this point to the hill overlooking Whately. If I had been compelled to carry my machine all the way to this spot, the view that greeted my astonished eye would have repaid all the labor. I won't describe it, because I cannot. The valley lay at my feet like a gigantic flower garden; the "Sugar loaves" rose up out of this mass of color, like regular cones or sugar loaves, as the name implies, and if possible, more brilliant in hue than the bed. Deerfield, Greenfield and Whately, all in view; the memory is with me now, but my power to describe the effect painfully inadequate. Down a steep, *very* steep and dangerous hill into Whately, a typical New England village, with broad streets, stately elms, and a general air of comfort and thrift.

Just outside Whately, I overtook a man with a gun and a dog, and thinking per-

haps he might aid me. I dismounted, and began to question him. Much to my delight, I found he was a workman in the Ames Company factories at Chicopee, his trade being to make ball bearings for the Victor machines. He assured me that the roads were "good and hard" from that point to Greenfield, and so reassured I again mounted and struck out with renewed hope; but alas! half a mile and into a sand heap I drove, if anything, deeper than any other of my experience. So for two or three miles I waded along into South Deerfield, at which place I struck two or three miles of fine side-walk riding, and a postmaster, who evidently thought I was a fool for travelling with "that thing" all the way from Springfield. Thanking him for his implied compliment, I flew along over the good surface, until I had again to take to the road proper and sand. Seeing a small boy at a farmhouse gate, and a glittering row of milk cans, the brilliant thought came into my mind to ask for milk, and so I addressed rusticus, and besought him to see if milk could be bought, and "drunk on the premises." The youth wended his way towards the house, and after parley with the powers unseen, came back and announced that "Maw said no." "Present my compliments to your maw, my dear kid, and thank her for her unlooked-for courtesy," said I; and then, as a second thought, and intending to be sarcastic, I said, "What's the matter? has the chalk run out?" The boy did not seem to wither, and so I got on minus milk, and a bit mad.

"Wapping," so said a citizen of a quaint little hamlet I was passing through, in answer to my questions. A good old name, and suggestive of old London town, a charming little nook it was, with its venerable houses and trees, and air of repose and happiness. From here it was but a short ride to Deerfield, certainly one of the prettiest villages in New England. The view of the meadows as one leaves this hamlet towards Greenfield, is ideal; no wonder artists paint it and rave over it. Nature and man have done all to make these meadow landscapes perfect in composition. Only three miles to Greenfield, but it was *tough*, and I was tired out with the strain of constant dismount and mounting. However, a bath, a change of clothes, and a good supper, made "Richard himself again," and the pleasures of my trip up the Connecticut Valley completely overshadowed the disagreeable.

Now let me say one word in conclusion: Don't let my tale of the bad roads deter any one making the trip. It will pay! Besides, I made the trip after a long season of dry weather, and the roads were at their worst. I am assured that with ordinary wet weather these roads are quite good, except in small spots. That is the country where the low safeties ought to be used, the exertion of constant dismounting and mounting being reduced to a minimum.

HANDY ANDY.

The Remarkable Adventure of James Barclay, or "1938."

BY FRANK ALOY EGAN.

DON'T think, my dear readers, from what follows, that I am an imaginative man, and have drawn upon a surplus stock of fairy lore to secure the details of this somewhat wonderful tale. For several days I had delayed taking my customary ride, being fagged out from the mental strain my mind had undergone in connection with an extremely knotty case which had been placed in my hands by one of my clients; for, be it known, I was but a poor attorney, whose only chance for fame lay in making a success out of this before-mentioned puzzling case, which had already been twice to court, with nothing but defeat for my client. It was a patent case, in which my client, a wizened up old inventor, claimed that he had solved the question of aerial navigation, and that the fruits of his long years of toil were going to be stolen from him by others, who were trying to wrest his patents from him. Now, among the mass of rubbish he had placed in my hands were the drafts of these machines, and while I have no mechanical bent, yet I became somewhat interested in them, and that may account somewhat for what follows. At last I threw aside my office cares, when I locked the door one day, and determined to go off on my long-neglected ride, which I felt I had earned and sadly needed. Donning my uniform at the club, and having Andrew—that's our colored porter—carefully dust, overhaul, and oil the twenty-two pound bicycle I had had built to order in England, and of which I was somewhat proud, owing to its being the lightest wheel in the club, I started through the park, feeling each moment better, for the quick pedalling which was bowling me along at a ten-mile-an-hour gait, until finally I found myself indulging in a high and lonesome, as I sometimes called a solitaire scorch. I eased up, and found I was at the top of Breakleg Hill, a long descent famous as the scene of many a cycling tumble, some of which had brought broken bones to the victims. Now, usually, I walked this hill, but to-day I felt more confidence in myself, and in my brain seemed to have taken place some peculiar transformation that made me entirely devoid of fear of anything. Gripping well the brake, and setting well back on the saddle, with legs over handles, I started. Faster and faster revolved the wheel, until I seemed to be unable to catch my breath, and a strange and unusual singing in my head, seemed to make me take kind of a fiendish glee in the great danger I was in. I remember looking over to my left, and seeing, far below, at the foot of the steep incline at the side of the road, the placid Harlem. I even remember that there was a pretty girl seated in the stern sheets of a natty row boat propelled by a pair of oars grasped in the hands of an athletic looking young man. All this I perfectly recollect, and then suddenly I

see two teams abreast upon the road, no room for me to pass, and as I turn my wheel to round them on the outside I am horror-stricken to find that I am going down, down, at least fifty feet to the river below. I shut my eyes, and for a moment I remember nothing. I feel no pain, no bruises; everything is as silent as can be, and I open my eyes and look around me. Where is this that I find myself? Strange that I never should have found so perfect a road until I had fallen upon it at the risk of my life, and stranger still that I should have fallen such a distance and yet received no damage. My wheel, upon examination, proved uninjured, and I determined to mount and enjoy my good fortune. The roadway was so very peculiar that I must describe it. It had evidently been constructed by building a roadway first of iron in the shape of a shallow trough, sloping slightly from the centre towards each side, and about eighteen inches in depth; into this had been poured either melted clay or glass, and when hardened and the inequalities removed, left a road as hard as flint and as level and as smooth as a billiard table. If ever riding was a pleasure it was now, and full thirty miles must I have done in the next two hours before I became aware of my near approach to some large city; though, strange to say, I who had spent the thirty odd years of my life on Manhattan Island could not recall any of the surroundings.

So busy had I been looking at this novel and perfect road, and so intent upon enjoying my ride upon it, that I had not noticed what a sensation I was causing among the inhabitants. They stood in groups, talking rapidly, and pointing at me. Very much as the villagers must have done at Rip Van Winkle when he returned from his famous nap of twenty years. While I was evidently a curiosity to them, they were none the less so to me. The tallest among them was barely five feet high, and apparently of a nervous, highly sensitive organization, while I, who was proud of my five foot eleven and one half inches, was a giant among pigmies, or a better comparison would be a draught horse among racers. [Scientific men declare that men are daily becoming less strong in physical structure, as they more largely develop their mental capabilities.—Ed.]

Finally this mutual sensational position became unbearable, and I determined to dismount and question the next one I met as to my whereabouts. Houses became thicker, until finally I was fairly on the outskirts of a vast city stretching out farther than the eye could reach, though for some reason free from all the roar and rattle of a metropolis, probably owing to the perfect system of roads which were everywhere, as before described.

Dismounting in front of a large hotel, where I am sure I heard murmurs of "Boneshaker," "Must weigh a ton," "Where did he get it?" and other such

uncomplimentary allusions to my racer, I asked a bystander, more civil than the rest, where I was. Looking at me in a puzzled and sort of pitying way, he replied, "Why, London, of course; where else would you imagine yourself?"

Could I hear rightly? London! why, I couldn't be in London. Why, nonsense, I only left New York some two hours ago!

Turning to an old gentleman standing near, I said, "Will you, my dear sir, be more truthful and courteous to a stranger, and tell me where I am?" Slowly and honestly, seemingly, came the same reply, "Why, London, of course." Turning first to one and then to another of the large crowd now gathered round, I met with but the same reply, until finally losing my patience, and being fully convinced that I was the victim of some wild dream or among lunatics, I said, "Well, probably, you will tell me next that my name is not James Barclay, but that I am the Prince of Wales, and that this is n't Saturday, 20 Nov. 1886?"

The old gentleman to whom I had addressed my second inquiry, and who had all along seemed to better understand my position, here motioned me aside, and taking me into a neighboring residence, of handsome exterior, after ushering me into a cosy library, thus spoke,—"Are you not a relative of James Barclay, who along in 1885 I met in New York, when returning from Springfield?" "That I am named as you ask, there can be no doubt," I replied, "but I have never met you before that I can remember, and have no relative of my name." "Did you ever hear of Percy Furnivall?" he questioned. "Oh, yes, I know him very well indeed," I replied. "Well, I am he," answered this gray-headed Munchausen. "What! You Percy Furnivall? Nonsense! why it's only a year ago since I met him, and he was then barely twenty, and besides all that, why, he's in London, man!"

An expression of pity came over the old gentleman's ruddy face, as though he had seen in me something meriting such treatment as one gives to a wilful child, and he replied, "Your father might have known me, but you never could have. It was in '85" that I was in Springfield, and that's over fifty years ago as sure as to-day is Derby Day of the year 1938."

Could I be dreaming? Was this venerable old man crazy, or was I but the victim of some extraordinary practical joke? How it all happened I cannot plainly understand, as my poor head seems, when I try to solve it, to throb and pain me so intensely that I am forced to quit trying to find out the wherefore of any of the strange things that follow, and simply state them as they are.

Resuming his narrative, the old gentleman continued, "Yes, indeed, the memory of your father, my boy, brings back to me the days when there were few, if any, who could show Furnivall the way

over a finishing tape. Well do I now recall, when in 1891, just forty-seven years ago, when mounted upon a ten-pound quadruplex-gearer, I did thirty miles within the hour, how all the papers gave glowing accounts of the wonderful performance, and declared that the limit of speed on a bicycle had been reached. Yet look at to-day? Only old men like myself ride cycles; the youngsters will only use aerials and subaquas, and laugh at us as being old fogies; and yet I remember when we who rode bicycles, were sneered at for being too progressive. But come," said Furnivall (for I must call him that, since he insists on it) "I will show you what a cumbersome old wheel I am satisfied to loaf along my forty miles an hour on, now that age has set its stiffening fingers upon bones and muscles." The old gentleman led me to a neighboring room, and there showed me a machine differing in every respect from any I had ever beheld. It was a single wheel, built of a material resembling glass, though tougher and far lighter. The rider, instead of sitting on the wheel, sat *inside* of it, and by an ingenious arrangement of levers, a very slight pressure on the pedals caused them to revolve, and the wheel, from one revolution of the pedals, was caused to make ten. As the wheel itself was some twenty feet in diameter, it ceased to be a sort of astonishment; that with its weight, twenty pounds, as the doctor (I have neglected to state that Mr. Furnivall had informed me this was his profession) stated it to be, that one could "loaf along at forty miles an hour," or even more.

I had now become, for some reason, thoroughly reconciled to anything that might be shown me, so I shall not henceforth dwell upon my astonishment at what followed, but will, once for all, right here, assure my readers that my amazement was certainly as great as their's could possibly have been.

The doctor informed me that the fight that had gone on when he was a racer, some fifty odd years ago, between amateurs and professionals, was still going on, but was now between subaquas and aerials, which he explained to me were the two forms of machines then most in vogue the former being a sort of a submarine tricycle boat, and the latter a flying machine, both of which he promised to show me after we had lunched. I gathered from what he said, that the subaquas occupied the same position, somewhat, as professionals formerly did, and the high flyers or aerialists, that of amateurs, and that the latter, according to the new definition, were forced to allow the former three hundred yards in the mile, and pay ten cents a mile mileage besides. The Universal Union, who had charge of racing, having discovered this was the solution of the difficulty, though just how my poor head could not fathom. Lunch disposed of, we started forth for the far-famed Derby course.

Everywhere I was confronted with changes and improvements so novel and

so striking that it would take a volume to note them. Carriages built somewhat after the principle of the old tricycle bowed along at a remarkable rate of speed, propelled by perpetual motion, which same supplied the motive power of all the various forms of machinery, where steam or electricity had formerly been used.

In all London there was not, one might say, a fire. At least no evidence was to be seen of any through smoke, the Doctor informing me that since the American Terra Caloric Co. had introduced their system of extracting the intense heat from the centre of the earth, one had only to turn on a tap like gas or water were formerly supplied, to secure any degree of temperature desired.

(To be continued.)

Old Country Talk.

CLUB dinners in London circles are the greatest possible bore, I give you my word, unless one is lucky enough to stumble on a particularly jovial set of men. The stereotype is as follows: Holborn Restaurant; dinner good, but precisely the same, feed after feed; clatter of knives and forks, popping of corks, striking of matches, smoke. Toast list: "The Queen," by the chairman, fat-headed old soap boiler, president of club. "The Club," proposed by cycling celebrity No. 1, who works out the cost of his dinner ticket in gush. Reply by hon. sec., who stutters through interminable statistics of club men attendance. "Cycling Institutions," by cycling celebrity No. 2, who beslaughters N. C. U. and C. T. C., with praise for having done nothing in particular during the year except that which is foolish. Reply on behalf of N. C. U. by Mr. Robert Todd, who refers to rooted determination of executive to sink or swim with amateurism, and delivers himself of other heroics amid loud cheers. Second reply by Mr. E. R. Shipton, who, with the air of a *grand seigneur*, dilates upon the presence in the C.T.C. of twenty-two thousand very foolish persons, mentions the particular "fad" of the moment in the *Gazette*, and winds up in a manner calculated to impress the observer with the notion that it is lucky for Bismarck, Shipton, is not a statesman. "The Press," proposed by the chairman, who knows nothing earthly about his subject, and cracks ancient wheezes about once falling off a bicycle. Replies by the representatives of *Wheeling*, *The Cyclist*, *Bicycling News*, and *Tricycling Journal*. These gentlemen all mention that the fame of the particular club has penetrated to distant climes, and that wherever the name of cycle is known there is heard the praise of the Falooters Bicycle Club. If representatives of the Coventry papers are by any chance not asked to respond, as was the case at the North Road Club dinner the other night, mention of the Press toast is omitted in the report. This is entertaining, as showing how small it is possible for the human mind to shrink; but the whole thing is a

bore, especially as the foregoing represents pretty closely the invariable programme.

MANY of our old clubs are in the last stage of decay. The famous Wanderers' Bicycle Club, whose proud motto "Ubique," was borne all over Europe some years back by C. R. Maddox; and past many a winning post, by H. L. Cortis, is now among the clubs whose subscriptions to the N. C. U. are unpaid—and there are others like it. The pride of some of these old clubs, which are full of the most ordinary mediocrities from a social point of view, is highly ridiculous. The London B. C., the Temple B. C., the Pickwick B. C., the Surrey B. C., and others of similar calibre, who once ruled the roost in cycling, are really shadows of their former selves, and there is more power and "go" in the year-old Ripley Road and North Road Clubs, than in the whole collection of veteran associations. The conceit of old age is, however, upon them, and very absurd they are, every now and then.

YOUR old friend the Abolition has put been off till January, as far as Mr. I. R. Hogg is concerned, but a preocious youth who acts as secretary to the North Road Club has slipped in with a motion for the Council meeting on the 10th inst. "That the amateur definition be not abolished." This negative proposal is intended to prevent Mr. Hogg raising the question again for six months as per one of the union rules. It is a poor, paltry trick, and it is likely that, unless the motion is withdrawn, the abolitionists will fight it by obstruction as being an illegitimate mode of debate. We want Child badly; and by the way, London W., just mention to that youth that there are some on this side who would like to hear from him, and that he has another name besides that of THE BARD.

LONDON 3 December, 1886.

ANNUAL meeting of Board of L. A. W. officers will be held on 17 January at the Grand Union Hotel, New York.

THE Ducker-Beckwith reconciliation is the last sweet bit of news. Now, then, for Hillier and Ducker.

MR. KIRKPATRICK says the meet in St. Louis next May will be the largest and most successful on record.

WE are a bit astonished at the acrimony displayed in the discussion as to the relative merits of Rowe and Hendee. We are also of the opinion that Atkins has been a little "indiscreet" in expression of opinion thereon.

PERRY is wanted in Cincinnati. A Mr. Longley of that city has had a forty-four-inch Facile stolen from him. It was numbered "B 13," and is an 1886 pattern.

WE are sorry to hear of Mr. Aaron's illness, which has confined the secretary-editor to his home for ten days.

STILLMAN G. WHITTAKER is now East, and will probably stay in this section until after the holidays. He does not seem to worry much about the non-acceptance of his claim for the twenty-four-hour record by the A. C. U.

Tricycling Journal comes out in support of the American method of allowing a 50-mile course for long-distance records. By the way, what a big change for the better in this paper do we find, since our friend "Faed" has taken hold.

KARL KRON is forty years old to-day, and this is how he feels about it, as proclaimed in the preface of the still-unfinished "X. M. Miles on a Bi.": "Incidentally, then, the volume is a sort of autobiography, and its vitality would be destroyed if the 'personal equation' could be eliminated. The complexity and far-reaching relationship of mundane affairs are oddly shown by this example of how sincerity and thoroughness, even when applied to so remote and impersonal an object as reporting the roads of a continent, have power to reflexively exhibit the reporter's habit and character. As regards myself, this truth became early evident, that the wheelmen who were pleased with my printed facts about touring, soon grew to have a feeling of acquaintanceship with the narrator of them, coupled with a friendly curiosity. While at work, in their thousand separate ways, men may hate their business competitors and feel bored by non-competitors who insist on 'talking shop;' but, at play, they are on common ground, and can never hear too much said in praise of the particular hobby which has the ability to delight their hearts. Reflecting on this, the notion gradually possessed me that my own popularity, as a representative spokesman among those players whose hobby is the bicycle, might be great enough to try to conjure with. Hence it happens that—considering how my life, with all its trials and troubles, has been a rather amusing experience—I now, on reaching the end of it (since the fun of the thing must needs be finished at forty), print this plain record of the things which have amused me most."

THE New York Club will, we hear, as a special inducement to men desiring membership, waive the initiation fee during the winter months.

LADIES' night at the Massachusetts Club House, last Saturday, was an enjoyable affair, and notwithstanding the vile weather, many lady friends of members braved its inclemency and graced the occasion. The usual musical and terpsichorean enjoyments were indulged in till well towards midnight.

Maryland Bicycle Club.

I HAVE just finished reading the last issue of the *WORLD*, and cannot refrain from asking that you make a correction. Do you know that there is such an organization here in Baltimore as the Maryland Bicycle Club? Yes, we

thought you did; and now, Mr. Editor, why, oh why, will you insist upon calling us the Baltimore Cycle Club, and giving that club the credit of owning *our* club house?

We do not seek notoriety, though ambitious in other ways. We have a club house that we would not exchange for any other cycling club house in the country, and with over one hundred and forty enthusiastic members, we are prosperous.

And we do not intend to stop here. We see a brighter future before us, and with so many capable and willing hands to push on our good work, we shall undoubtedly succeed in the future as we have in the past.

In connection with this, it might not be uninteresting to give a list of the clubs in Baltimore, and the approximate number of members in each.

Maryland Bicycle Club, 140; Baltimore Cycle Club, 60; Ramblers' Cycle Club, 40; Alert Bicycle Club, 15; Mercury Wheel Club, 15.

We are sure your kind comments were written with the best intention, and we shall accept them in that spirit, but when in nine cases out of ten we find the press call us the Baltimore Cycle Club instead of the Maryland, we confess to feeling a sense of weariness. E. F. L.

EVIDENTLY Corey was not asleep while in England, for Messrs. Stoddard, Lovering & Co. write us that they have received sample patterns of all their bicycles and tricycles. They have a number of specialties which they propose to bring out, including a new pattern Rudge Light Roadster, a Rudge bicyclette, a safety of the Rover type, an improved Rudge Humber Tandem, a new Crescent Tandem of the Ripper form, and the latest thing in the shape of a light, single Crescent tricycle. Extensive preparations are being made to place these machines on the American market early in the season, and orders are now being booked from their larger agents. They promise us full particulars of all these machines at an early date.

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APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: W. T. Higbee, 721 Prospect street, Cleveland, Ohio; Carl E. Kudel, Montgomery street, Oreville, Cal.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazettes*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.



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Standard Columbia, C. boring, painted, \$20; 52-inch
Victor, never used, \$100; handle bars, bells, saddles,
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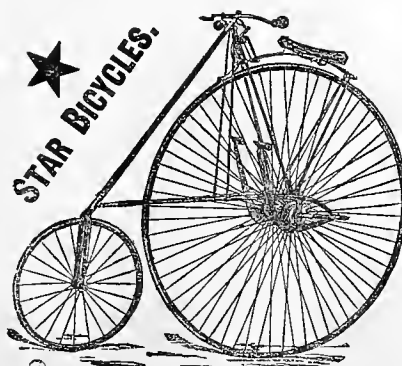
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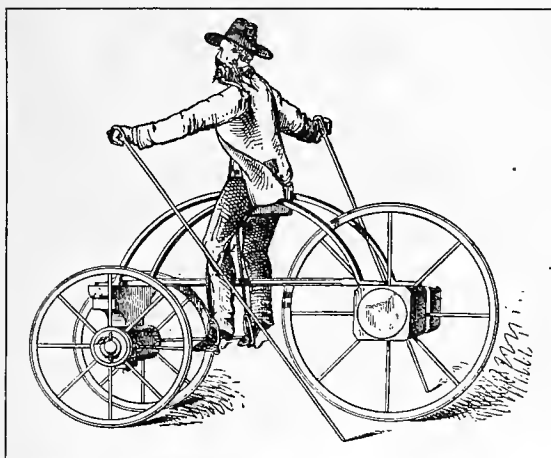
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Volume XIV.
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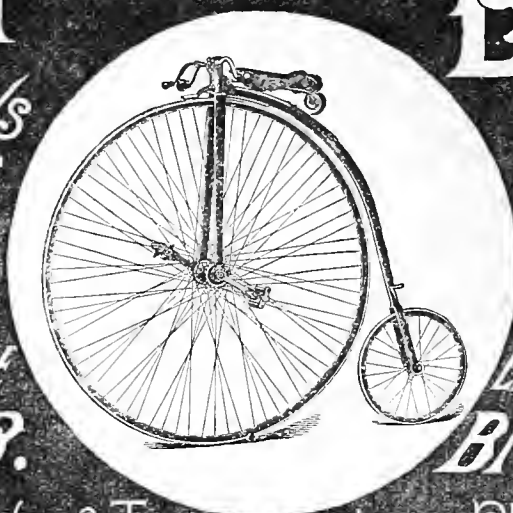
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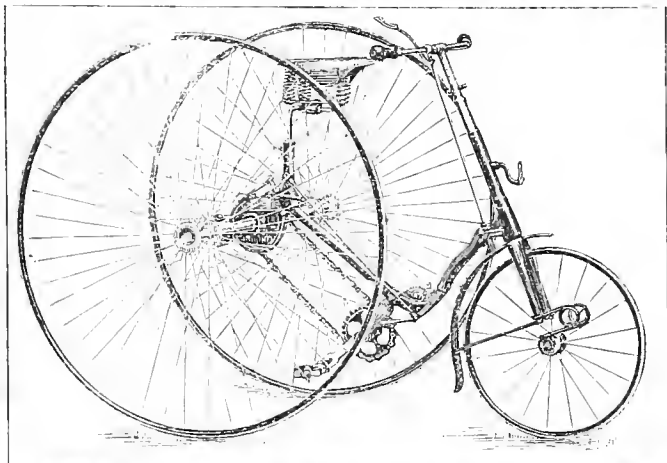
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 31 DECEMBER, 1886.

WE wished you a merry Christmas,
 and we hope you had it. Now we wish
 you a happy New Year.

IT is said Rowe will not go to Eng-
 land to race. We are sorry, as we think
 his appearance on English track would
 silence some bigoted British croakers.

THE League has placed its fee for
 life membership too low. It ought to be
 large enough so that the interest would
 pay the annual fee.

WITH his usual narrow mindedness,
 the chairman of the League Racing Board
 discourages any meeting between the
 A. C. U. and the L. A. W.

THE St. Louis *Critic* pleasantly re-
 marks that Jack Prince is suffering from
 "big mouth." This malady is epidemic
 among the "pros" at this season of the
 year. It is not dangerous.

WHEN northward fly the birds, A. J.
 Philbrick, of Salem, who of late years
 has dropped out of active cycling is to
 give to a waiting people a steam tricycle.
 Kerosene is to be the motive power. We
 recommend an investigation of this ma-
 chine by many old cyclers hereabouts,
 who are too lazy to propel their own
 vehicles.

THE Smithville people will give evi-
 dence of their wisdom in the increased
 size of the front wheel of their 1887 Stars.
 We fancy the Star will be quite a differ-
 ent machine with this improvement.

THE *Sporting Life* of Philadelphia
 calls the Wheel Board of Trade a Boston
 institution. It will never do for the
 Board to be local if it would benefit the
 trade. It must be national in its mem-
 bership, and broad and liberal in its
 dealings.

FOR several years we have published
 at this time an exhaustive review of the
 year. We confess to the belief that it
 was so dry and long that very few read it.
 We will not inflict our readers this year
 with a re-hash.

ONE of our most highly esteemed con-
 temporaries is indulging in malignant
 falsehoods in relation to us, and in silly
 remarks about certain of our patrons.
 Disappointment and failure is a certain
 sourer of tempers and a warper of judg-
 ments.

1887.

WILL this be a record year?

WE wonder if the only thing to talk
 about will be the A. Q.?

WE trust not.

THE Boston club men are forming a
 party to go to Canada. There is nothing
 of a compulsory nature about it, but
 simply a short pleasure trip to the land of
 the toboggan and the snowshoe in car-
 nival time. Tommy Lane, Tibbs, and all
 the rest of the good old boys, will prepare
 a warm welcome for the visitors, we know.

THE Pickwick club of London recently
 sat down to its seventeenth annual dinner.
 Cycling is getting along in years as the
 Pickwick clubs' birth marks the advent
 of practical modern wheeling.

THE Springfield papers are so taken up
 with rifle shooting and "new depot talk"
 that we can find no cycling news worth
 stealing.

"JUSTICE, in another column, wishes
 the West to have the next President of
 the League, and the West is not only will-
 ing, but anxious that one of its sons
 should grace the executive's chair. We
 are sure we do not care; though it means
 that the bulk of the officer's meetings
 will be held far distant from our humble
 domicile, and they will be colored locally
 as at present, but of a different shade.
 We cannot but admit the fairness of the
 proposition that the land of the setting
 sun is entitled to an innings.

MASSACHUSETTS division men should
 not forget the dinner at the Quincy House
 on Saturday evening, 8 January. Send
 word to Chief Consul Hayes to turn up a
 chair for you at the table. These din-
 ners afford a very pleasant way of trans-
 acting business and legislating for the
 good of the cause.

IT is to be hoped that some of our fast
 riders will go over to the International
 tournament to be held at Alexandra
 Park, London, 20 to 22 May. It's a pity
 if there is not enough pride in America
 to send to England a good man, and that
 our best man is unwilling to go. The
 eye of cycloedom is looking towards you,
 W. A. Rowe. For the honor of Ameri-
 can wheelmen, we appeal to you. Say
 you will go and the money will be forth-
 coming.

THE interviews which are published
 from time to time with the representa-
 tives of some of our leading houses are
 funny, very, very funny. They are all
 right, and doubtless true; but it is am-
 using how the current opinion in the sec-
 tions they visit is always favorable to the
 machine they represent. Ah, these lads
 in the cycle trade are sly, devilish sly.

Our Christmas Club Run.

BY PRESIDENT BATES.

ON the eighteenth day of December, the snow lay eight inches deep all over the city and country, and the club had put away their wheels for the winter. Sleighing had been the general locomotion for a fortnight. On the 19th, however, came a rheumatic southeast wind, which now and then rose to a gale, and gave people with toothache and gout and other nervous and climatic ailments, a howling period of storm, rain, and fog. By the time this had lasted two days, the snow had been packed down to a slushy ice bottom three inches thick. Then the wind veered to its usual west-northwest winter quarter; the mercury in the thermometer went down cellar and crawled into its hole, leaving only its tail sticking out, and the slushy ice out of doors became solid rock, but rough. On the 22d there fell a powdery dust of snow, just enough to thinly whitewash the expanse of Nature. The cold let its grip relax by slow gradations, like an acrobat with tired fingers. Throughout the country the sleighing was better than before, but on the city streets the wheeled vehicles ground the ice ridges to powder, and mixed them with the slight snow, and the frost, and all the unaccountable dirt of city streets, and so laid a smooth, gritty, level, natural pavement all over the town, such as no city council would authorize if it could, because it was both good and excellent, and there were no jobs in it.

Thus it happened that, on the day before Christmas, the President and Captain Hardrider, after a consultation with Messrs. High, Lowe, Littleweed, Bumps, Cribb, Perker, and other old and influential club members, called a club run for Christmas morning.

It had, before this, been agreed that the club should, on Christmas morning, make a club call upon our club chaplain, the Rev. Pyromander Sadiron, and his charming wife, Mrs. Innocente Baudry Sadiron, with intent to bestow upon them certain holiday tokens of the club affection and approval of their many kindly labors for the spiritual and social welfare of the club members.

The club chaplain is one of our strong riders, a tall and powerful man with a fifty-six-inch wheel; as jovial and generous socially as any wheelman who ever rode on a run, and a favorite with us all, yet a sound, sweet Christian gentleman, if ever there was one. Mrs. Innocente Sadiron is just the innocentist and gentlest, loveliest and liveliest Frenchwoman who ever made a home and parish happy. But the pay with which even a rich city Methodist church enriches its pastors is suggestive of the idea that our immortal parts are cheap shoddy,—which, in the general run, perhaps they are—not worth spending much on their keep, although they are extremely apt to become shop-worn from inattention. Therefore, the club chaplain had not yet provided himself with the club official uniform, but still wore his old Canadian riding suit

with which he had joined us, expecting to replace it in time with a new club suit. And Madame Innocente, who is one of our best lady tricycle riders, still wore the neat but well-worn riding habit she had owned before she became a bride.

Mrs. President Bates, and Mrs. Littleweed, and Mrs. Bumps had taken charge, as an executive committee, of the Christmas present designed for Madame Innocente; and Messrs. Perker, High, and Twiddle, of that designed for the chaplain. The two committees laid a foundation, so to speak, for things, by preparing two immense club stockings, crocheted by some of the ingenious club ladies, of coarse material and properly colored. All was prepared for a surprise; and now Nature played into our hands by preparing the streets so that we could make our Christmas call on wheels. In order that the surprise should be complete, particular care was taken to secure the presence of Mr. and Mrs. Sadiron at the club run, so that, while they were gone from their house, the servants of several of the ladies, in conspiracy with the parsonage housemaid, could hang the stockings and lay the tables with a nice lunch sent there by the club.

Before starting from home to join the club run, Mr. O'Tulliver Bard went to the coal house to bring in a scuttle full of coal for his mother. He found the scoop shovel gone. Some alley thief had sneaked in and stolen it at an unguarded moment, when the door was left unlocked. Therefore he had to fill the scuttle by the slow process of using the stove shovel. Naturally, this disturbed Mr. Bard's usually sunny temper. If there is any one thing more than another which has power to make the most saintly person swear, it is to have the coal scoop shovel stolen. That humble but useful implement isn't worth much at the hardware store; but it is worth a great deal when you want to use it at home, and find it gone. Besides it argues a very irritating degree of total depravity to steal such a thing, especially one so much worn that it could not possibly be sold by the thief at a second-hand shop. Consequently, Mr. Bard mounted his wheel and rode off grinding his teeth, and inwardly longing to break somebody all up.

Mr. Bard halted at a gentleman's furnishing store, which he found open down street, to buy a pair of cheap gloves to ride with, as the raw air threatened to chap his hands. He was in the store some time, leaving his wheel leaning against a post in front of the store. When he came out, he noticed several little hoodlums just disappearing in the mouth of an alley near by. He glanced at his wheel before mounting, and it seemed to be all right. After proceeding several blocks, with his spirits rising, he became conscious of a faint suggestion of a squeak in the bearings of one of his pedals. In a few revolutions this increased to a shrill but small scream at each revolution. Mr. Bard dismounted and felt in his tool-bag for the oiler. It wasn't

there. While he was busy buying his gloves in the store, one of the hoodlums had stolen his oiler. This was the third time his tool-bag had been rifled by thievish hoodlums. Though the little rascals had taken nothing this time but the oiler, it made Mr. Bard mad clear through. There was no use going back to hunt for the hoodlums; they were far away by this time. Besides, the club would start without him unless he was at headquarters within five minutes. He ground his teeth savagely, and felt as though it would be a real luxury to kill somebody. He almost wished that some of the passers-by would just dare to "sass" him once. He would really enjoy knocking somebody down, even if it was right in front of the City Hall police court.

As there was no help for it, Mr. Bard mounted and rode on. At every revolution the squeak increased. At first it was short, only an eighth of a revolution. But it increased in length, a quarter, half, then nearly the entire revolution. It also increased in volume and ear-piercing shrillness. People on the walks turned to look at him as he passed, and smiled derisively. But with his teeth shut hard, and looking straight ahead, he dashed on, growing madder and madder, until he reached the club headquarters and dismounted. Here the president met him, and shook hands, saying,—

"What's the matter with your wheel, O'Tulliver?"

"One of those infernal little heathen beasts of a hoodlum stole my oiler, while I was in a store buying a pair of gloves, and I wish it was rammed into his dirty little carcase, and run down the alley, and it squeaking all the way like a steam whistle, which makes the third time the young blackguards have done it,—lend me your oil Mr. Twiddle,—and I'll break some of their necks yet, the impudent little rascallions!"

Hearing Mr. Bard's excited utterances, Mr. Condon came out and said,—

"Good morning, O'Tulliver; what's the row?"

"One of those condemned alley thieves stole my scoop-shovel, which I wish it would split him in two! and then one of these heathen brats of hoodlums stole my oiler, which I hope it will choke him! while I was buying a pair of gloves, and you could hear it squeal more'n a block, which makes the third time they've done it, may the devil fly away with 'em? and run down an alley before you could say Jack Robinson, the gutter-scouring little ras—"

"Why, O'Tulliver, what's the fuss?" interrupted Mr. High, coming out and shaking Mr. Bard's hand with excessive cordiality.

"It's those ragamuffin street Arabs, bad luck to the thieving vagabonds! which begun by stealing the oiler out of the coal-house and then the scoop-shovel out of my tool-bag, while I was eating my breakfast, and trying on a pair of gloves in the store, on my way to the

meet, and the pedal squealing that shrill it would set your teeth on edge, and run off down an alley with it like a scared rat, right under my nose, when my back was turned toward 'em for less than a minute, and——"

"How are you O'Tulliver! What's up?" broke in Mr. Littleweed, grasping Mr. Bard's hand and pumping it with a fine simulation of enthusiastic greeting.

"First they stole my scoop-shovel, and then they stole my oiler, and I all the while unconscious of it till the pedal began to squeak, which is three times inside of six months, and run off down an alley, the dirty little imps of Satan! and I looking right at 'em through the store window, barring that my back was turned at the moment, because I suspected something would happen if I didn't watch the wheel; but somebody is going to get hurt if ever I catch any of 'em, or else my name is n't O'Tulliver Bard!"

"Eh, Bard, glad to see you; what's the trouble?" asked Mr. Lowe, shaking hands with an expression of profound interest.

"There's the scoop-shovel, that's one, and the oiler three times, that's another,—no, that's three others,—and somebody'll get hurt the first time I set eyes on any of 'em——"

Here Mr. Bard suddenly stopped, having caught a peep, through the crack of the door, of four or five of the club ladies who were gathered behind it, listening, and who now came out in their riding habits, a bevy of ravishing gigglers to condole with him over his annoyance.

It had been taken for granted that Mr. Todpool's tandem would be ridden by himself and Mr. Pedalton, as usual; and Merriwether Merkle and some of the other mischievous fellows had been monkeying with its saddles. They had fixed sharp needles to the springs, so that, if they should shut together with unusual violence on going over an obstruction, the riders would be pricked through a small orifice in the saddle leather. These nefarious plotters were horrified when Mr. Todpool appeared with a strange and pretty young lady whom he presented to the club members as Miss Della Parkwine, member of a club in another city, visiting in Detroit, and desiring to join our run. At the same time he wheeled out his tandem; but when he turned to assist the fair stranger to the forward seat Mr. Merkle adroitly removed the needle from that seat. There was not time to remove the other; and the mischief makers saw Mr. Todpool mount and ride off, with guilty misgivings.

It was a cold, bright winter day, and the procession made a fine spectacle on the streets, gazed at admiringly by the people along its route. The swelling notes of the club bugle sounded sweet and strong in the crisp air; the nickel-plate twinkled with a frosty gleam, and the black and polished enamel shone like ebony mirrors. The club ladies, in their winter riding costumes, were the most charming beings

abroad that Christmas day, and the club gentlemen were the most envied.

Presently Mr. Todpool's tandem ran over some unusual obstruction just as Mr. Todpool was in the middle of an animated sentence about the delights of some former run, when he had been visiting Miss Parkwine's club. He stopped short in the exact centre of a syllable, rose slightly on the pedals, and permitted a look of bewildered mournfulness to meander recklessly over his ingenuous countenance. The tandem hitched a little in its gait. Miss Parkwine twisted in her seat and looked back at Mr. Todpool in surprise. Mr. Todpool looked at her with deep grief in his eyes.

"Well," she remarked.

This restored Mr. Todpool's wandering senses. He picked up the nipped sentence exactly where he had left off, and went on with his remarks with a hurried and nervous rapidity. Every now and then he rose a little on his pedals and furtively passed his hand under him and over the surface of the saddle. Everything seemed all right; and Mr. Todpool presently concluded it must have been a false alarm, and fully recovered his natural gayety. But, after a few blocks further had been run, the procession ran over a sharp depression in the street, where some citizen had taken up the pavement to lay a gas-pipe connection, and his trench filling had settled below the general level. As the tandem passed over this depression with a sharp shock, Mr. Todpool was in the act of laughing. His saddle-spring shut together with a dull thud, but Mr. Todpool opened out straight like a jack-knife. He was at least a foot higher than the saddle before he began to stop ascending. His laugh went up with him. It stayed right up there and never came down. But Mr. Todpool did come down. His foot slipped on the upper pedal, and he came down hard. This time he fairly shrieked. This startled Miss Parkwine so that she involuntarily pulled on the brake, and the machine stopped, halting the entire rear division. She turned in her saddle and looked at Mr. Todpool with haughty severity. Mr. Todpool looked at her with deprecatory anguish.

"Mr. Todpool," she observed.

"Yes'm," feebly returned that person.

"Why are you so sb-abrupt?"

"It wasn't me," incoherently replied Mr. Todpool, with tears in his voice.

Miss Parkwine began slowly to climb down from her saddle. She didn't think it safe to ride any farther with an escort of such peculiar manners.

During these proceedings Mr. High, who had been riding his tall 56-inch wheel on one side of the tandem, looked down upon Mr. Low, who was riding his low Star pony on the other side, with a look of vacuous surprise; and Mr. Low looked up at Mr. High with the soulless inexpressiveness of a polite Egyptian mummy, and Miss Parkwine's interrogative glance at them discovered nothing to encourage either suspicion or inquiry.

But Madame Innocente who was riding next in front of the tandem, caught a guilty look on the faces of Messrs. Merkle and McFlicker, and she whispered something in her husband's ear, whereupon Chaplain Sadiron instantly dismounted, and went to Miss Parkwine and assisted her from the saddle.

"I suspect," he said, laughing in his genial way, "that some of these young gentlemen have been playing a trick with Mr. Todpool's wheel; of course, before they knew that you were to ride it. Ah! Merkle," catching the look of guilt on that worthy's face, "you know what is the matter, eh?"

Mr. Merkle came forward and extracted the concealed needle under Mr. Todpool, apologizing almost abjectly to the fair guest, and shrugging his shoulders deprecatingly at Mr. Todpool's vengeful glances. Meanwhile, everybody laughed and joked gayly; and then the rear division rode rapidly until they regained their position.

How the club enjoyed the lunch; how Chaplain Sadiron's deep-voiced Christmas blessing had in its grateful intonation a suggestion of Thanksgiving, Merry Christmas, and Happy New Year, all jumbled together; how radiantly and graciously happy Madame Innocente looked in her pretty new club costume, which the ladies insisted upon her trying on; how divinely it fitted; how gloriously the club sang the noble and classic hymn tune of "Christmas" in the parlor, while the servants were clearing away; how Madame Innocente pinned the great club stocking to the library wall, and the ladies helped her to trim them with gay ribbons for an ornament; what a good time the club had generally at the house and on the home run; and how audaciously the club gentlemen flirted with pretty Miss Parkwine; and Mr. Todpole was as buoyantly delighted on the home run as he had been anxious and anguished on the run out, need not be narrated. It is enough to quote what the president said in reference to a toast, that: "The simple way for any club to make everybody happy is to make anybody happy. And so may the spirit of Christmas be the spirit that is within our wheels till the club run of our lives is ended in the eternal Christmas."

OUR old friend "Professor" Rollinson, and a Connecticut boy named W. S. Maltby have struck it rich in Australia, giving exhibitions. Rollinson does the inimitable novice act which we remember so well seeing for the first time in Music Hall, Boston, at the time of the 1881 L. A. W. meet here. Maltby does all the "stock" tricks, and some of his own specialties.

Wheeling wants the Columbia and Victor team "over there" next season. So do we. This same paper says it knows "that the American records of 1886 are as sound as the proverbial roach, and that they are more carefully timed than the English."

The Remarkable Adventures of James Barclay, or "1938."

BY FRANK ALOY EGAN.

(Continued.)

Taking our seat in the doctor's Evergo, as the vehicle was called, he informed me the pressure of a lever set the machinery in motion, and we sped away for the Derby, which, owing to the growth of London taking in the former course for building, was now held at Newmarket, Parliament having passed a law making this course for ever exempt from any other use, some thirty years prior to this time.

I had been kept so busy noticing the many strange things occurring on all sides of me, that I had not had time to glance above me, though I did note an absence of any young or middle-aged people in the mass of Evergos that surrounded us, their occupants seeming to be of that old, methodical, and careful class that in my days affected an easy and softly-cushioned brougham. I called the doctor's attention to this, and he simply pointed upwards, and then all was explained. Air ships and vehicles of all shapes, sizes, colors, and kinds darted hither and thither through the air, performing there all the functions formerly monopolized by cars, steamers, carriages, wagons, etc. Bewildered by extreme swiftness and graceful motions, I could only gaze at them in wonder and awe, and was only recalled from my admiration of them by a cheery, "Here we are" from the doctor. We stepped from the Evergo, and by a simple movement of the lever the machinery was stopped, and, with, out the knowledge of the combination-made valueless to any one else; so that we had no hesitation in leaving it there unguarded, while we wandered nearer to the course, which was a twenty-mile straight-away air line, mapped out by a line of anchored air ships in two unbroken lines on each side, all filled with thousands upon thousands of anxious spectators. We were content to take our view from the solid earth, and while waiting the calling of the race, I asked the doctor concerning a few of those he claimed as *confreres*, as he said, over fifty years ago.

"What became of Rowe and Hendee?"

"Killed in the battle of the clouds while doing aerial despatch service for the American government in the great war that took place between America, England, and France on the one side, and Russia, Germany, and Austria on the other in 1921."

So an honored death had come to two brave hearts that had earned both fame and glory from their countrymen.

"What became of Gatehouse?"

"He, let me see, oh! yes! he had command of the *subaquas* in the allied navies, and at the engagements off the coast of France when the Russian-German fleet was destroyed, he was made a Division General, for bravery in submarine torpedo work, and died honored and respected. I think there is a statue of him

in Long Island Park now, for you know since Albany and New York have become one and the greatest city in the world, Long Island has been turned into a pleasure ground for its twenty million of inhabitants."

If the racing men had come in for so much glory, according to the doctor's statements, what was I to expect of the managers of the tournaments? In answer to my inquiry regarding a once celebrated gentleman, known to every cyclist in my day, as Henry Napoleon Ducker, the doctor replied as follows, —

"When racers first left the earth, and took to the air, as the element for their contests, Mr. Ducker, always alert to be the first in the field, located a one-hundred-mile straight-away-course in Colorado, and at once proceeded to boom the same, claiming the purity of the atmosphere, etc. etc., made it the fastest course in the world, and by dint of advertising finally established this as a fact, and thus reaped in aerial racing as great a harvest as he had previously done in terrestrial. He had by this time grown gray in the service, and turning his experience in racing to a practical advantage, founded the Aerial Navigation Company between England and America, and finished life a ten-time millionaire, but not until he had been elected Governor of the State of Massachusetts on the National Cyclists' ticket."

"But, doctor," I interrupted, "you don't mean to say that cyclists went into politics, do you?"

"Certainly," he replied. "In about 1903, the cyclists of America had grown to be so large a body, and banded together, had forced so many road reforms etc., that their attention was turned to politics, and upon their nominating a ticket with Pope and Overman on the head of it, they carried the country by an overwhelming popular vote. Upon the entry into power of this new party, the cause of cycling was made to flourish in every means possible. National highways were constructed by the government all over the country, laws protecting cyclists were made and strictly enforced, to such an extent was this so, that the horsemen banded themselves together under the title of the League of American Horsemen, and began the same fight for justice against the cyclists, that the cyclists had formerly fought against them."

"To such a degree was leniency shown cyclists, that any member of the L. A. W. receiving injury while riding, was pensioned by the State."

So it went. Ask of whom I might, all were dead, some with honor, and some leaving not even a memory. I risked all on my last query, —

"Whatever became of Karl Kron?"

"I don't know," said the doctor, "In 1910 he wrote me, saying, 'X M on a bicycle' would surely be out that spring, and I have never heard of him since, though I believe an antiquarian publisher is going to complete the job this year, and issue the work as a curiosity."

The multitude now became noisy and shouted the names of their favorites, and I was forced to quit my interesting conversation with the doctor with one more query of, "When did the Derby cease being run by horses, and become a contest of winged men?"

The doctor could not give me the exact date at the moment, as it had been many years ago, but he said that as soon as horses became the slowest means of locomotion for man, they had almost passed away, and were only bred now for ornament in gentleman's parks and menageries. But to the race. The contestants had now appeared, and were circling round in mid air before their admiring friends. Each man was mounted, or rather was a part of a contrivance resembling a large bat. The wings had a spread in some cases of full twenty feet from tip to tip, while the rider sitting in the centre with his feet where the feet of a bird would be, could by a movement of them upon a system of levers cause the vast wings to sweep through the air, and propel himself and the light framework around him at an enormous rate of speed. Steering was done by means of an attachment like unto a tail, while an upward or downward direction was gained by means of two projections which, according to the angle they were inclined at, caused the upward or downward direction of the aerialist to be secured. The entire affair was made of the metal before noted, that partook of the appearance of both steel or glass, and yet was neither, while the weight, the doctor informed me, was but about nine pounds. Glistening in the sunlight, they were most charming, and with the multitude of onlookers made a picture never to be forgotten.

In the excitement of the moment my eye rested upon a statue of a cyclist in the centre of the field, which I must describe. The pedestal, a massive affair of some one hundred and thirty feet high, was constructed to represent a rough-hewn "Post," while the figure, larger considerably than that of Miss Liberty in New York harbor, represented a colossal cyclist clad in knee breeches, and holding in his hands a "Despatch." As the contestants left their stations and winged their flight towards the starting point, each approached this brazen image and saluted it, amidst the cheers of the assembled thousands. I turned to the doctor once more for explanation, and he narrated me the following bit of ancient history.

"Many years ago there lived, flourished, and wrote, upon what was in those days known as a newspaper, a gentleman named Hicks. Among his many good qualities was an advocacy of the adoption of knee breeches as the proper covering for the masculine leg, and a persistent demand for the "flying start" in cycle races. Alas, he was born ahead of the times. He was only laughed at and ridiculed for his advanced ideas in those days of prejudice and ignorance, and finally, after spending a lifetime in trying to get these reforms adopted, he passed



RUDGE TELEPHONE MAN

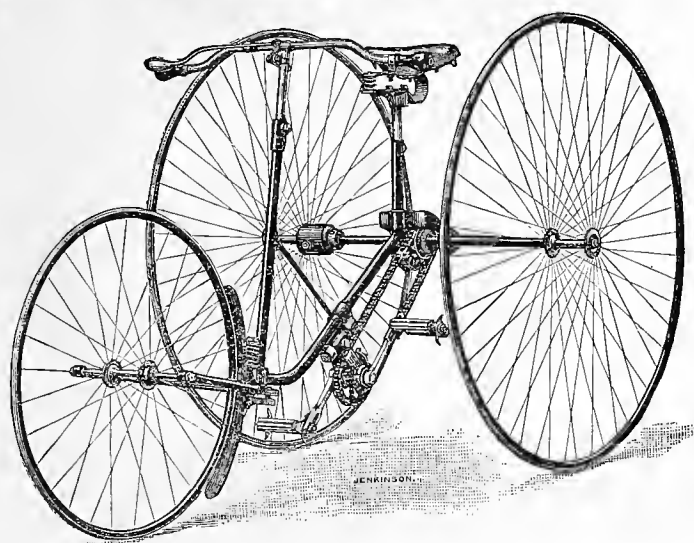
HELLO, MY FRIENDS!

Do you want to have your machine in good order for next year? If so, let me advise you to cover all the nickelled parts with Vaseline, and then send a Post-office order for 75 cents to STODDARD, LOVERING & CO., Boston, Mass., for a bottle of **ARDILL'S LIQUID ENAMEL**. It will pay you ten times over. (See advertisement on page 143.)

RUDGE CRESCENT.

(AUTOMATIC STEERER.)

LIGHT! STRONG! FAST!



Can be ridden by lady or gentleman. Adjustable to all sizes. Has no slides or rollers. See this machine or send for catalogue.

TO SEE IT IS TO TRY IT; TO TRY IT IS TO BUY IT.

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston, Mass.

NEW YORK HEADQUARTERS. GEO. R. BIDWELL, 313 WEST 58TH STREET, NEW YORK CITY, N. Y.

— THE —

AMERICAN ★ CHAMPION

STILL IN THE LEAD.

TWENTY MILES ON A STRAIGHTAWAY COUNTRY ROAD

— IN THE MARVELLOUS TIME OF —

59 MINUTES, 35 $\frac{4}{5}$ SECONDS,

A WORLD'S RECORD.

50 MILES IN 2 HOURS, 55 MINUTES, 46 $\frac{1}{2}$ SECONDS.

THE AMERICAN RECORD FOR THE DISTANCE,

— AND —

— 100 · MILES · IN · 6 · HOURS · 1 $\frac{1}{2}$ · MINUTES, —

A WORLD RECORD, AND BETTER THAN THE AMERICAN TRACK RECORD.

All the above by S. G. WHITTAKER, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road records talk, then the AMERICAN CYCLES are the easiest running machines in the world.

— MANUFACTURED BY —

GORMULLY & JEFFERY,
CHICAGO, ILL.

CATALOGUE FREE.

away. When the aerialists came in vogue they looked around for a patron saint, as it were. Mercury was at once suggested, of course. Though he had many supporters, a grandson of an American, named Pitman, pressed the claims of his fellow countryman, Hicks, saying, to him alone belonged the honor as full fifty years before he had fought for the flying start, and was thus a sort of an advance agent of the aerialists, as they indulged in no other kind. His logic carried the day, and this statue was built at a cost of £100,000 sterling by the aerialists, to show their appreciation of Mr. Hicks and his flying start. Now, whenever the Derby is run, each contestant salutes this patron saint in honor of his being the first upholder of their rights."

But to return to the race. The contestants had now gotten almost out of sight, and finally became mere specks upon the horizon. Among the bystanders I heard much dispute as to who the probable winner would be, many claiming that an Englishman named Hillier would have no difficulty winning as he wanted; and they used as an argument for their faith in him, the fact that one of his progenitors, named Lacy, I think they said, had years ago, in the days of cycling, been known to possess an abnormal development of "wind," and that as this, no less than muscle, was needed to win a Derby, they felt that the offspring of so renowned a sire could not fail to prove an easy winner. A few championed the cause of an American named Hendee, whose father had died in the great war some sixteen or seventeen years prior, while performing aerial despatch service. A dozen others had friends who foretold their easy victory, and amidst this babble of discussion a sudden ringing of an electric bell in the balloon immediately overhead was followed by a shout from five hundred thousand throats of "They are off!" and then a silence, profound and intense, fell upon the multitude.

Away in the distance could be seen a lot of aerialists coming like the wind, and bunched, till men and machines seemed welded into one glittering mass. The silence was now broken by the shouts of various adherents of the contestants as they urged their favorites on. Through the powerful glasses the doctor had placed at my disposal, I could plainly distinguish everything taking place. The Englishman, Hillier, led the field, riding, or rather flying strongly, while pressing him close upon his right was the discoverer of the aerialist's patron saint, Pitman. Back, almost last, came the American, young Hendee, who, without seeming to exert himself, yet by the tremendous power he applied to levers, caused the gigantic wings, which sustained him in mid air, to move with a rapid stroke that had already told severely upon many, and placed him near the leaders. While I was gathering these facts, the contestants had passed the eighteen-mile balloon, and the sprint for the two remain-

ing miles to the finish was beginning. The fight clearly lay now among some half a dozen flyers, led by Hillier and ending with the American, Hendee. It was a battle of the giants, and never did mortal man fight harder for a victory. The American lowered his head yet further, and, like his father of old, began a spurt that gradually, yet surely, overtook the flying Hillier, who seemed just at this point to call upon the supply of wind his friends had boasted of, and shake off all his pursuers, save Hendee. Barely a mile yet remained, and the tremendous flight showed plainly upon the two principal actors in the struggle. To all it seemed that the ancestors "wind" of Hillier would be too much for the pluck and strength of the American, and already was I deafened by the shouts of his friends as they proclaimed his victory.

Suddenly, the wings of Hendee's aëria flash like twin meteors before the eyes of the assembled thousands, and he breasts the Englishman. Once more, with the old trick of his fathers, does he bend over his work, and amidst a rush of wings, and a glitter as of silver, he lands a winner, and Hillier is beaten for the Derby of 1938.

Turning round to Dr. Furnivall, I asked him in what time the race had been run. A blur swept across my eyes, which for a moment blotted him out of my sight, while a feeling of intense pain seemed to rack my entire body, and as though they were at some great distance I distinctly heard some one say "three days," I struggled to express my astonishment at such a reply. A veil seemed lifted from my eyes, and I found two gentlemen leaning over me, while I lay all bandaged up on a cot. The first speaker had probably been imparting to the second some piece of information, of which I had heard only the last two words, for that gentlemen, while feeling my pulse, replied,—

"On the 17th, eh? And been unconscious and delirious ever since? Well he's a dead man, if he does not come to within the next few hours."

Then I understood all. I had severely injured myself when I fell, and judging from the conversation I had just overheard, I had lain unconscious and delirious for three days, and all my adventures had only been the outcome of a disordered brain. Slowly I struggled back to strength, and the everyday humdrum life of the year 1886, and when able to hobble around, my first act was to insert in a wheel paper the following ad.,—

FOR SALE. A 22-pound English Roadster. Built to order for the undersigned. Will sell cheap for cash, or trade for a push-cart or a pair of crutches. Address, FRANK ALOY EGAN.

A WORD to the wise: Look after your wheel during the cold weather. No matter how dry your storage place may be, if it is subject to the changes in temperature of winter, it will rust unless looked after or protected by some of the many anti-rust compounds.

Way Down South.

WE have had something unusual for this section, so early in the season, in the way of a big snow, a few days ago, one was reminded of that too-oft-abused poem, "Beautiful Snow," but now only spots of it can be seen, and one can say with better grace, "the slush, the slush, the horrible slush."

MR. A. B. PICKETT, the ex-president of the Memphis Cycle Club, has recently been appointed to the position of editor-in-chief of the *Daily Avalanche*, our foremost daily, and he is giving unbounded satisfaction.

THE club gave an exhibition, last week, having secured a trick rider, who was in the town, one C. H. Ley, but their effort was to no purpose, as very few turned out to see the exhibition.

THE club has now turned its entire attention to the fitting up of their clue-rooms, and it is hoped to have them in "apple pie" order by the time the figure six is scratched out, and the seven placed in its stead.

YOU were right in adding that note to the bottom of my last communication. I should have said that the course was three and one half miles long, and not seven. The road race was run over this course, and the finish was made at the start. I am sorry that the statement would in any way tend to mislead you or any one else, and now that I read it carefully I read it as you do, and most gladly make the correction.

WE are all looking forward to the announcements for next season's mounts. I anticipate a large sale of wheels in this vicinity, next season. Most of the wheelmen are either going to change their mount or get a new wheel of the same make, it is hoped that some of the wheels that are not here now will be represented next year, in the way of an agency. "Competition is the life of trade," and will help to increase the sale of wheels. [We shall make announcements of the mounts for 1887, in good season. We are now collecting facts E.D.] SOUTHERNER.

MEMPHIS, TENN., 8 Dec. 1886.

THIS is too far off to make us mad: "We hear on good authority that a Norwegian cycling paper will shortly be started in Christiana."

THE WORLD will present to its readers on 6 January, a bird of extreme sagacity and versatility. He will amuse and instruct our patrons at regular periods. Look out for him, he is an acquisition to our menagerie.

Too many friends. Thanks, we've sworn off. Call day after to-morrow.

In and About Newark.

THE Roseville track is holding its own in spite of rain, snow, freeze and thaw. The idea of erecting a toboggan slide has been abandoned for this season.

CHESTER R. HOAG, the five mile L. A. W. champion of New Jersey, is going into training early in the spring, and the chances are that he will make some of the boys "get up and dust" to cross the tape ahead of him.

CHARLES E. STEUKEN, of the Hudson County Wheelmen, will mount as light a Star as he can procure next season, and he will be a "good'un" if he puts himself down to careful work in his training.

IT is as good as settled that Kluge's mount for next season will be the King wheel. His knee is as good as well.

THE toboggan slide on the Newark base-ball grounds is being pushed forward rapidly in anticipation of another snow fall.

SPEAKING of tobogganing, what a capital thing it would be for Calvin John Bridge Robinson to try a lightning coast down a 2,000 foot slide on his "Jersey coffee mill."

THE Bellerephons and the Union County Wheelmen are still striving to arouse an interest in their project of a side path from New York to Philadelphia. May their labors be crowned with success.

THE New Jersey Wheelmen have arranged to have a billiard and pool table placed in their cosy room, and extend an invitation to their friends to visit them on Thursday evenings. RATCHET.

The excitement about Stevens is spreading, and even slow old Boston is talking of a banquet to him and his "famous Columbia."

Spokes rakes up some pleasant memories for our Christmas Number.

"A FEW gleanings from memory's store," eh, Mr. Editor? Well, I cannot make much of a draft, but here are a few that I trust may awaken happy recollections in the minds of some of your many readers. To your New York readers they certainly must incite their memories to revert to the "good old days."

WENTWORTH ROLLINS, a well-known New Yorker, once upon a time conceived the brilliant idea of opening a bicycle school in the American Institute Building, 63rd and 3rd avenue, New York, a place well known to New York's early cyclers. Wentworth boomed the school

in a generous manner, and went so far as to employ an entirely new scheme in advertising; one, by the way, which caused, or nearly caused, the active medium of the advertisement trouble.

MR. JAMES REVEL, known familiarly as "Jimmie" Revel, he with the gold-rimmed glasses and distinguished mien, was engaged for the new advertising boom, and on a bright Monday morning "Jimmie" was seen pedalling a mile at something less than three minutes, astride a school machine, which had been ingeniously secured to a mammoth advertising car of immense elevation. Wentworth, with feelings of pride, saw "Jimmie" come down the avenue, amid the wonder and awe of the spectators who looked aloft.

ALL went well until the driver, whose name was Waterman (a mistake sure, as he was never known to drink water), steered his horses across to the Institute side of Third avenue, on which side is the elevated railroad. Poor "Jimmie" Revel, who was short-sighted, kept on "doing his imaginary mile," not thinking of the elevated road, when crash went "Jimmie" and wheel against the ironwork of the suspended road, and James and machine rolled off into the street. "Holy Nellie! I would not ride in that again for big money," remarked Jimmie, as he gathered himself up unhurt.

HE did ride on it, however, for several days, and one morning when coming to business Mr. Wentworth was surprised to see his advertising paraphernalia, or, at least, a portion of same, on the roadside. The horses were reclining gracefully against each other with one eye open. The bicycle perched aloft retained its usual dignity, but where, oh where, was the driver and Jimmie the rider? Wentworth waited for twenty minutes patiently, and the tired horses slept on. At last he commenced to investigate. The first place he visited was the nearest saloon, and there his two "advertising mediums" were found, seated on chairs, with their legs on the table, and big schooners alongside, fast asleep. The new advertising scheme was brought to a close right there.

SPEAKING of Revel, reminds me to say that I saw him at Louisville, Ky., about two years ago. He was very much changed from the "Jimmie" of long ago. A white plug, diamonds, and fashionable garments adorned James Revel, manager of the Louisville Museum. The boxes of the commodious house was none too good for Woodside and myself, although when Woodside so far forgot himself as to address the manager as "Jimmie," James intimated that Mr. Revel would be more appropriate in his new field of labor. He skipped later on, with the bank

account of the establishment, and, I believe, fled to Cuba. James was a good, live manager, so everybody said, but he could not trust himself with cash.

SPOKES.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Safeties.

Editor of the Bicycling World:—There are probably a large number of your readers, like myself, middle-aged riders of the ordinary, that intend to make a change to some safety next season, but have not fairly made up their mind as to what kind will suit them best. Points in a machine that would suit one would not another, and as I take it, there is no one machine that has all the good points combined in it, so we would like to hear from actual riders in what respect they like the safety they are using, and why they consider it better than others. Now, I am rather inclined to study up the Pony Star for my mount, but as I am a middle-aged man, I have some doubts. It seems to me that the mount is not easy to make, or suitable for any but the young and spry; that by depressing the levers beyond reach would give an unstable seat, more liable to side falls and harder to keep the balance on rough roads; that the steering is more sensitive, and requires more attention than with the large wheel ahead, and that possibly the Facile, American Safety, or one of the geared safeties, would make an easier and safer mount for all kinds of riding for the middle-aged rider. What say you, riders of the Safeties, will you give your ideas and experience in the columns of the WORLD for the benefit of old riders of the ordinary.

CHANGE.

Indignant Millbury.

Editor Bicycling World.—Of course it is very unfortunate to live in the country; we are not supposed to be on the same high plane(?) that those are who live in the city. Brains and wisdom are to be found ONLY in the city, and fools and idiots inhabit the country. Of course it is the sheerest folly for a country rider to suppose for a moment that he can compete in any degree with the dashing city scorcher. Perhaps, as you say, that brilliant galaxy of bicycle stars would not "take a back seat" with any of Millbury's racers. But that would not make the least difference. I am strongly inclined to believe, however, that many a poor "country cuss" who mounts the wheel can show quite as good a record as in your columns of the WORLD, 3 Dec., page 76. Speaking of the Rover type, "This will be one of the leading patterns for 1887, and as for its practical use on the road, the per-

half miles in twenty-four hours." [The compositor and the proof-reader responsible for that error now lay side by side, peaceful in death. Verdict, "justifiable homicide."—Ed.] Oh yes, of course. Perhaps so! We in the country can't begin to do that. Your city stars are indeed immense to make that unheard-of time. You won't take a back seat; oh no! Well, take one in front then. Success to the BICYCLING WORLD.

52-INCH.

Wants a Change.

Editor Bicycling World: In his latest letter to the *Bulletin*, "Verax" makes a very reasonable appeal on behalf of the West for the League presidency, and I think I will echo the feeling of many Eastern men by endorsing the claim. Dr. Beckwith has made a good president, and no one should regret that he has consented to so long perform the duties of an office that is as onerous as it is honorable; but occasional rotation is not only a good thing for an organization by the fresh blood that it brings into the management, but a fair thing towards the other men and sections who are entitled to some of the honors if they are willing to do the work. As matters stand, too, it seems to be taken for granted that if the presidency remains East it will also remain in New York, which means that, should Dr. Beckwith not succeed himself, some other member of the Citizens' Bicycle Club will succeed him, for this is not only the largest of the New York clubs, but since its organization has been more influential in League matters than any other. There can be no doubt that much of this is due to their readiness to put their shoulders to the wheel, which is certainly not a reason for refusing them an opportunity to do the work; but no matter how good the reason for concentrating power in a few hands, it is bound to cause grumbling, and should be avoided when possible. The Citizens' Club now has the president of the League, consul of New York, and four or five representatives, if not more. Through these various officers they had two places in the Executive Committee, one on Rights and Privileges, and one on Rules and Regulations. To the best of my knowledge, all these men have faithfully attended to their respective duties, and the League is really indebted to a good officer for the services performed, more than the individual is for the honor conferred. But this does not do away with the natural desire of other men to have a hand in the work and a share in the glory; nor is it well that it should. The two most prominent Eastern candidates for the presidency—Messrs. Gulick and Bidwell—are both members of the Citizens. Either would fill the office well, but we ought to leave a gap of a year or two (during which not only some other club, but some entirely different section might take its turn) before we choose the president again from

the same club. To be perfectly fair, we ought to let the Westerners select a man from their own ranks, without interference on our part in the East. We have had the secretary in this quarter since the League was founded; the treasurer also, I believe; and the president for four years running. Let's give somebody else a show. The best men in the world are apt to get a too-contracted way of looking at things when they have everything their own way for too long, and it is good for any large body to make occasional changes among its officers, if only on the principle that a "new broom sweeps clean."—Yours truly,

JUSTICE.

Old Country Talk.

IN a week we shall have Christmas with us, that season whose attributes are ever supposed to be jollity and mirth. The Yule log will crackle on the hearth (unless the custom of the house is to burn coals or asbestos), and John Bull and his children will rejoice with a fat joyfulness over the roast beef and plum pudding. There is another side to the picture, when John's poor brothers, Tom, Dick, and Harry, clasp their rags closer to their shivering limbs as they shamle past the gayly-lighted dwellings of their richer brother, and make their way to spend their Christmas evening beneath the gladsome railway arch, where they have to conjure up as much Christmas feeling as will suffice to convert the whistling blast of Boreas into the gentle breath of Zephyr.

THERE! all that proceeding from the fact that I have just seen Percy Low, who tells me that he has collected over £30 for his entertainment to the Sandwich-board men, and that Arthur Roberts, Lionel Brough, and many other actors have promised to give him a helping hand and voice as soon as he is able to find a room. The fine old fruity Pharisaism of the London religious sects always stands in his way, as last year at least a dozen exemplary preachers, whose port and sherry at home are no doubt of the best, refused to lend their halls unless he gave up the custom of providing each man with beer during the smoking concert, and this "The Octopus," as he calls himself in *Wheeling*, will never consent to.

THE daily press has been commenting approvingly of late upon the recommendation passed at the council meeting of Thursday, 10 December, that the executive should discountenance racing on the public roads. This motion, like the other, met with a great deal of illogical opposition, but it passed, and the chorus of approval which has greeted it should be a proof that the law-abiding party is a very numerous and well-backed one.

THE abolition debate has been so long

deferred by the dilatoriness of the Newcastle Local Centre that many lukewarm disciples of the school have cooled down entirely, and will probably be found comfortably with the majority instead of battling with the minority when the question does come on for settlement. I hear that Mr. Hogg's club, the North Shields (Bob English's club) contemplates complete retirement from the Union, in which case the Northern orator may not move his long-expected proposition after all. This would be leaving his unfortunate backers in a very unpleasant hole. There is, however, no chance for the abolitionists this season, and indeed another question has come upon the *tapis* which somewhat dwarfs it.

FURNIVALL is likely to race, after all, next year. So a friend of his told me a night or two back. He says he does not intend to do so, but looks a complete contradiction to his words. Messrs. Hillman, Herbert & Cooper offer one hundred guineas in cash or kind to any one making certain record times on their machines. If the "Premier" safety were improved a little more, more improbable things than 2.35 by Furnivall, thereupon, might happen.

THE *Cyclist* Christmas number is out. It is a beautifully printed and illustrated work, but a mere shadow of its predecessors in interest, from a wheelman's point of view. The writer of the topical portion knows nothing of his subject, and this handicaps the rest. Sturmeys on Photography, is scarcely Christmas fare, but there is some good stuff in the book. A cycling directory at the end is full of fulsome praise of friends of the editors, one man's description containing the words, "exceptionally handsome features," which is "playing it rather low down." Such men as Harry Etherington, Lowe, and McCandlish are not mentioned a small piece of meanness accounted for by the fact that Henry Sturmeys was born in the village of Norton sub-Hamdon, and has retained its breadth of mental calibre ever since. Still I can afford to say the *Cyclist* Christmas number is a decent shillingworth.

YOUR contemporary, the *Cycle*, is being plied with information by some one on this side, which is absolutely false. No division on the question of abolishing the amateur definition has ever taken place, and the list of men lately published in that journal, as voting against the executive on this point is fallacious. It contains the names of at least three non-abolitionists, and one name of a man who voted with the executive. Whatever be the outcome of all these difficulties, no possible good can come of disseminating misleading stories like these. If there is any conflict of testimony on the point, I refer the *Cycle* to the N. C. U. for information on the subject.

MY remarks on the subject of Mr. Pembroke Coleman's request for extra remuneration on the occasion of the Long Eaton records, were, as you will remember, challenged by that gentleman, and I have since been placed in a position to say that my informant who should have known better, did Mr. Coleman wrong, inasmuch as he now admits, upon being tackled with Mr. Coleman's explanation, that he was wrong. I have set the matter right with Mr. Coleman on this side.

THE BARD.

LONDON, 18 December, 1886.

STEVENS has again been heard from; this time from Shanghai, 18 November. He has, as we supposed, come out all right; and beyond no roads, and being stoned by mobs, who did not fancy the invasion of the "foreign devil," seems to have managed very well indeed.

THE Albany Bicycle Club celebrated Christmas by keeping open house during the day, and giving the members and visitors a delicious spread in the evening, furnished by Mr. Fairfield, of the "Windsor." After the good things for the inner man had been discussed, President Pratt called on several gentlemen present to make a speech, sing a song, or tell a story. Some very good stories were told, and Mr. Whitney gave the "Old Sexton" in a most acceptable manner. Mr. Wheeler rendered a few excellent selections on the mandolin, and other members and guests contributed vocal and oral entertainment.

As every one says so, it must be so, that the next meeting of the officers in New York is to be an important one. One of the questions to be discussed is the raising of dues. It is a big subject to tackle.

THE national Cyclists' Union has been doing great things at one of its council meetings. First, it limited the value of prizes for amateurs to five guineas, instead of ten, as formerly. Then it expressed its disapproval of road racing, but road races will be held just the same. Then Mr. Robert Todd, whose opinion on the amateur question may be regarded as official, stated that there was no rule forbidding a member of the executive paying the fares of racing men out of their own pockets. A very liberal decision. The championships having been a loss to the Union, it was proposed that the officials who had had their railroad fares paid for them be asked to refund the amount. This appealed to the pockets of enough gentlemen to down the motion by a big majority. Next, a committee was appointed to encourage professional racing. Good big prizes, and plenty of them, will do this, we warrant.

WE have received the *Cyclist's* Xmas number, and a hasty glance shows it to be a splendid publication, and of more value and interest to American cyclists than previous issues. We will take orders for "Cycledom," as it is called.

THE Chelseas are bound not to be snowed under, they will have a sleighing party pretty soon, to fill in the dull season.

THE Citizens (N. Y.) "Smoker" was a proud success. It was copied after the English institutions, long clay pipes, and tobacco *ad lib.* Songs, recitations, and banjo solos made up a *mélange* most enjoyable. Dr. Beckwith made the coffee, and Mr. Ashley compounded a most toothsome salad.

THE Portland (Me.) Wheel Club congratulates itself on the big success of the fifth annual ball given at the City Hall, Portland, Dec. 13. The immense hall was packed to its utmost capacity, both seating and standing. The demon drill was given with fine effect by Messrs. H. S. Higgins, E. S. Kennard, H. D. Cahill, J. B. Moore, H. S. Gardiner, G. B. Morrill and C. C. Tukesbury. The floor was under the charge of Mr. H. S. Higgins' as floor director, and the following aids: Messrs. L. J. Carney, E. S. Kennard, W. W. Beckett, J. B. Moore, C. H. Beaumont, F. H. Prince, H. D. Cahill, and F. H. Palmer. The dance orders were very tasty, bearing a cut of a bicycle, the names of the dances being printed in the big wheel of the machine.

THE Somerville Cycle Club held its annual election of officers for the coming year last week. The election resulted as follows: J. B. Cann, president; W. A. Davis, vice-president; W. R. Maxwell, captain; Elizabeth Fisk, treasurer; George Shaw, Secretary; Fred Joyce, corresponding secretary.

THE original of the large composition group of the Massachusetts Club now adorns the walls of that club house, the gift of the Notman Photograph Company of Park street, Boston.

THE Ilderan Bicycle Club, of Brooklyn, give progressive euchre parties. They are said to be preparing for an entertainment laid out on large lines.

POTTSTOWN (Pa.) Bicycle Club organized last month, with a membership of eighteen. The officers are: Rev. A. J. Arnold, president; Hugh J. High, vice-president; A. M. Scheffey, secretary; W. S. Crubb, treasurer; Hugh J. High, captain; and A. M. Scheffey, lieutenant.

OUT of the ashes of the old Watertbury (Conn.) Wheel Club rises the vigorous organization to be known as the Waterbury Ramblers, with Albert Hyatt as President; Edwin Hart, secretary-treasurer; William Hall, captain; Samuel J. Wells, lieutenant. Rooms in the Citizens Band building have been secured and fitted up as headquarters.

THE Ixions of New York are talking of promoting a gigantic ball to be given at the Metropolitan Opera House, some time this winter.

THE wheelmen of Hannibal, Mo., ten in number, met and organized Monday night at the Park Hotel, as the Marion County Wheelmen. The following officers were elected for the ensuing year: A. G. Miller, president; J. C. Irwin, vice-president; C. H. Appler, secretary and treasurer; J. B. Merkle, captain; W. H. Hall, first lieutenant; J. B. Summers, second lieutenant; W. D. McRae, bugler; J. B. Burkholder, color bearer.

THE Outing Cyclists, of Kansas City, Mo., have elected the following officers for the ensuing year: President, J. E. McKee; vice-president, T. W. Overall; secretary and treasurer, Nelson T. Haynes; captain, F. F. Austin; lieutenant, Harry G. Stuart; executive committee, president, secretary, Messrs. T. W. Overall, F. S. Ray, and Percy H. Kelley. The club rooms are located in the Willard Building, corner of Ninth street and Broadway. The club is a member of the League.

At the annual meeting of the Lynn Cycle Club Track Association, the reports showed that with the exception of a few outstanding bills, it is free from debt. The following officers were elected for the ensuing year: President, Emerson G. Gordon; vice-president, W. W. Stall; treasurer, William Forsyth; secretary, William A. Bond; directors, J. Harry Shurman, George E. Porter, Emerson G. Gordon, Charles E. Blake, W. W. Stall, John F. Flynn, S. S. Merritt, William A. Bond, N. Fred Neal. An auditing committee was appointed consisting of Emerson G. Gordon, Charles E. Blake and William Wheeler.

THE Minneapolis race has just been won by A. Schock on a Victor bicycle. Distance covered, one hundred and forty miles. This is record.

THE Overman Wheel Company are building a large shop for experimental purposes, just back of their store on Columbus avenue. They will also do all kinds of repairs there.

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tion, \$65; 50-inch Standard Columbia, P. B., full
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Standard Columbia, C. boring, painted, \$20; 52-inch
Victor, never used, \$100; handle bars, bells, saddles,
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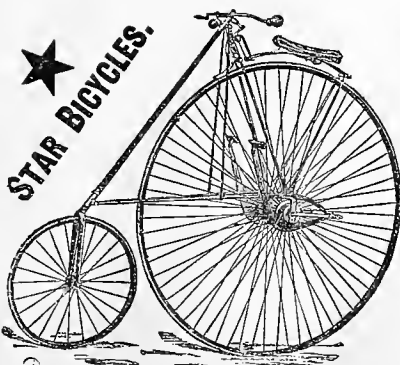
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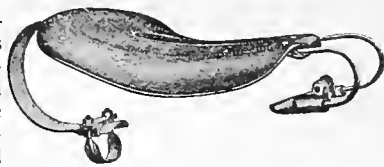
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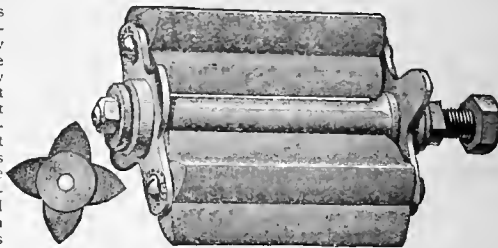
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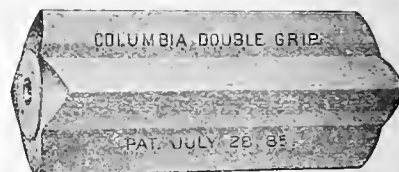
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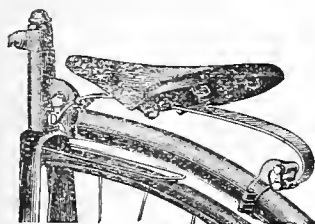
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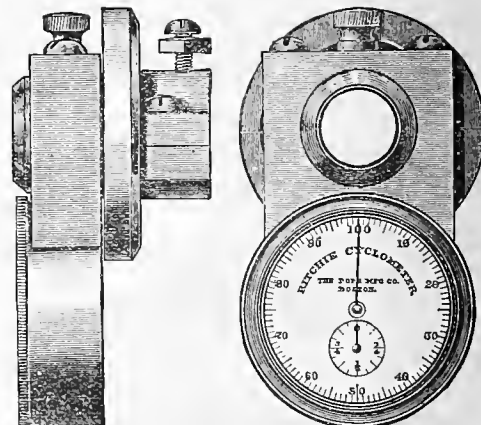


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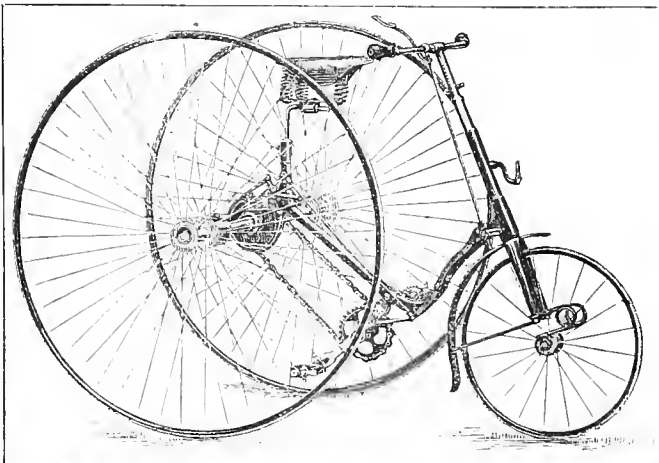
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C. W. FOURDRINIER. J. S. DEAN.

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 179 Tremont Street, Boston, Mass.

BOSTON, 7 JANUARY, 1887.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

WE hope all our subscribers who did not receive the *World History* (our pre-

mium) have got them by this time. The supply ran out for a time.

HAVE you broken any of those New Year resolutions?

IT is rumored that several prominent Boston wheelmen are to sue London W. for false imprisonment. We give it as our opinion that they have good ground for the action.

AGAIN we say it is too funny for anything, the way the representatives work the press, and get in a point here and another there, through the accommodating medium of an interview.

WE are requested, and therefore we do it, to inform the Representatives of Massachusetts who will not be able to attend the meeting in New York, that they can send their proxies to either W. G. Kendall, 176 Tremont street; W. I. Harris and C. S. Howard, Boston *Globe* office; or E. G. Whitney, Dartmouth street, with the assurance that their interests will be properly attended to.

MR. COREY goes to England and returns home in good time. Then the enterprising journalist, with pen and note book in hand, seeks to obtain the gentleman's "impressions." He is not disappointed. He gets his column of interesting matter, but the sly youth ingeniously works in the fact that every one admits, a certain style of construction is the correct thing. Then the knowing ones wink their eyes, well they know there is a covert "ad" in the innocently worded paragraph, and you will put it down that the machine the gentleman represents is to be constructed "substantially as set forth and described" and all this is very fine for the particular make. Again, Mr. A. Kennedy Child returns from his Western trip and in extremely well-chosen language he tells of the interest he has found in cycling, and dilates to the news seeker, with that eloquence he alone is master of, on the hospitality of the men he has seen, but no flights of oratory can make him forget that in the rough-road West, direct spokes are the only thing fit to be used, and so they all say where he has been. To cap the climax, Mr. Charles R. Overman "the well-known cycle manufacturer" returns from a business trip, and speaks "very freely" to the item collector. With an ingenuity

worthy of admiration, he interests those who read his review by discussing the improvement of roads, and then, lo and behold, he noticed a decided and unmistakable tendency on the part of riders toward tangent spoke wheels, on account of their great rigidity and capability for use on rough roads, "In fact," said he, "I think that the direct spoke wheel is out of the market."

Now Harry, now Kennedy, now Larrie, is not this really too awfully funny for anything? But you get your work in just the same, you facetious cubs.

FROM the cycling columns of an esteemed daily contemporary we clip the following extremely important and interesting paragraph which, in the words of a friend, "fairly wins it": "Dr. Kendall's prize purp "Bess" has been receiving congratulations during the past week. Three ladies and one gentleman, and all in good health."

WE admit that during the winter months there is not what you might call a plethora of cycling news; but we never did expect the advent of little bull pups to be announced as a cycling item. We wonder the *Globe* did not put it in with the rest of its "society gossip."

No batch of cycling jottings is complete just now without an item about tobogganing. The latest news from the "slide" is that President Ducker has a very bad attack of the toboggan fever. This is, we understand, a contagious disease, and we shall expect to find all the Springfield wheelmen dressing themselves in gay flannels and, with bright worsted night caps on their heads, flying down hill at a faster gait than ever was or will be accomplished with wheels, even in Hampden Park.

IT is said that there is good authority for so stating that Howell will not wait for Rowe to go to England, but will come to this country and try to pluck the eagle in his nest. This is welcome news, as we had rather see Rowe defeat Howell than read about it, except that Howell's defeat on an English track with English timers and English watches would silence Hillier *et al.*

WHEN you renew, don't fail to include an order for our premium, it is the best value ever offered.

The Raven.

"In there stepped a stately raven,
Not the least obsequious made he;
Not a minute stopped or stayed he."

This was the way that the "Poe"-tic raven did; but I propose, as I am a cycling one, to do differently, and, as a well-bred bird should, to make my best bow to you, the readers of the *WORLD*, who will in my case have no cause of complaint for my *not* having "stopped or stayed," but rather to the contrary, and in the future you may be compelled with Poe to say,

"Much I marvelled this ungainly
Fowl to hear discourse so plainly,"

as I shall try and present things to you in these notes without fear or favor.

ONE of the pictorial weeklies, in deference to the magnitude of cycling, makes it the subject of one of its illustrations in a Christmas number. Saturn is represented as a globe, thronged with people, all gathered to witness a cycle race on one of its rings, which for the occasion is transformed into one immense race track. The effect is very amusing, and the treatment fine.

MR. W. C. HERRING, whose recent attempted solution of the amateur question has met with so much acceptance abroad, and cold water at home, is reported to have made over \$50,000 within the past two weeks in the bear raids which recently swept over the Stock Exchange.

THEY were talking the other evening in the club about Mr. Fresh always using a head light instead of a hub one, when one of the new arrivals coming in, and hearing only the words "Mr. Fresh," "head light," etc., chimed in with "Now you've struck it! Fresh is very light-headed." And it was only after the explanations that followed that he discovered he had made a hit without knowing or intending it.

YES, there is no doubt but that we are going to have a severe attack of the "Rover" pattern of safeties the coming season. "Straws show which way the wind blows," and here 's a straw showing the draught is very much in above direction. I caught a club man who has spent a small fortune in securing data relative to his new mount, recently deeply immersed in a book in the reading room of the club, and on inspection of the volume I found it to be "The Red Rover." This is the "straw," and now, if he can only raise the "wind," the wheel will be surely forthcoming.

In connection with the foregoing make of machine, I am reminded of a very unsatisfactory advertisement I saw of it in a recent English wheel paper, which was headed in large type, "Lord Bury rides a Rover," but leaves us in doubt as to whether the noble lord's surname is straw or whortle, and you know to we Americans this is highly important; for

if he bear the former given name, we know him then to be an aristocrat and worthy of imitation, while if it is the latter, we know he is of the ten-cents-a-quart variety, which it would be the worst of form to copy. When will the English learn the art of advertising as she should be advertised?

THE goody goody way the average cycling club flirts with the social feature of club life is a very amusing sight. Discovering that no organization can be a permanency, or self-supporting, when based purely upon any sport or pastime, unless the social and actual club life is built up, they go half-way, put in a pool table, a supply of mineral water, and then sit on the fence, with their foot in their hand, and a what-a-great-boy-am-I sort of an expression on their faces, imagining they have acquired all of the essential features of club life. Such makeshift half-and-half measures make one tired, very tired, and reminds me of some of the timid maidens who take phantom baths in the surf at Coney Island, which consist of putting on a bathing suit, walking down and looking at the ocean, and a rapid return to the bath house and resuming of their street costumes. The average cycling club has a firm foundation of the "old woman" element, which is prepared to drop dead at any idea of adding to their club house attractions by such things as a cafe, card room, restaurant, etc., etc., yet never fail when leaving the club to partake of some sort of amusement in one of these directions. I hold that anything that it may be right to do at home, or in any other place of proper surroundings, is correct in a club; which, in fact, should, if the social feature be added at all, be made as near like a home for its members as is possible. A man don't join a club usually to be told what to avoid, or to be shown the straight and narrow path; it's a church he goes to for that. A club based and run upon men's virtues must fail for lack of a clientele, or else die of a surfeit of hypocrites.

A GENTLEMAN came to me the other day to ask me what make of tandem he ought to purchase. As he bent over to ask me this question, there came a mingled odor of cloves, whisky, etc., which, with my previous knowledge of the gentleman, reminded me that he and the flowing wine cup were on better terms than mere speaking acquaintanceship, so for a moment I was nonplussed. Looking around for something to help me out of my dilemma, my eye rested upon the first page of one of your contemporaries, and at once I answered, "You want a Marlboro'?" "Why," asked my semi-intoxicated inquirer. "Well, because here's an advertisement which says 'The Marlboro' always carries its load without breaking down,' and something of that kind is just what you need." For some reason or other, I think I have offended the gentleman, because he don't speak to me now.

THE RAVEN.

Spokes resumes Reminiscences.

I WAS speaking of the American Institute in my last, and it reminds me that while at the Pittsfield, Mass., tournament last summer, I met one of the most regular attendants of the numerous Amateurs who trained on the nine-lap track at the Institute. Ernil Thompson was so changed a man, that not until after he had shaken me by the hand could I guess his identity. His voice was all that remained of the slim, energetic racing man of '82. A stout, rather florid-looking man of some one hundred and seventy pounds is that same Thompson now.

IT was in the American Institute that the present American professional champion, W. W. Woodside, learned to master the wheel. He was at that time (1880) an apprentice in a wholesale tea warehouse in New York, and had just caught the fever. His boss, who was particularly down on bicycling, warned Woodside not to meddle with the bicycle. Woodside thought otherwise, and rushing up to the Institute stated his wishes. He purchased a season's tickets, and not wishing to register his own name, wrote down the name of his employer, James Montgomery, thinking he would not be found out by a fictitious name. Here he was mistaken, however, for a few days later the son of the tea house chanced to stroll into the Institute, and while reading the register discovered the name of his father. He inquired into the facts, and soon convinced himself who the party was. Result, "Woody" got a hauling over the coals from the old man.

I RODE twenty-six hours in that same old building four years ago, and the memory of that freezing winter's night, with imperfect heating, still lingers in my mind as one of the many "frosts" of my early professional career. Some seven of us, the names were, Woodside (who had turned professional that day), Gaziel (the oarsman), Oliver (a New Yorker), Hart (the coon), Young, Harrison, and Wilson, of Boston, and myself, were the victims. We raced for a medal and receipts, which never came. Rollinson, known as "Fred S," engineered the "fake," and he deserves to have better luck in Australia, where now I understand he is. George D. Gideon beat Cuthbert D. Veasey in the Institute fifty miles. David Stanton, who now fancies he can beat Rowe and other old timers, have raced in the Institute. It is, indeed, an old landmark.

W. J. MORGAN.

THE Boston Club had a very fine large time at its New Year's gathering. Mr. Schwalbach, of the King's county men, honored the company with his presence, while Kennedy Child convulsed the company with his rendering of "How Alphonse Lost His Café." The punch was good and all went very merry until a late hour.

St. Louis.

NEW Year's day finds us practically frozen up and shut in by a heavy fall of snow yesterday and a whistling wind today. All is serene on the first day though, and we are laying low for more work after the meeting of the chief consuls and our committees, which will decide the plan of action for the League meet.

THE Missouri Club is wholly absorbed with its socials, the next of which comes off on the 14th January. The boys are in the midst of a pool tournament, too, and Percy Stone manages to get a good deal of exercise out of the game. Unless Percy is again doing the suspended bicycle act this winter, this is about all the training that he is doing. He is in prime health, and right on deck for next season.

THERE is a good prospect of the Wabash railway offices being removed to Chicago, in which event we will lose a number of thoroughbred riders, whose wheels may now be seen at the Wabash office even on the coldest mornings. "Bicycle Corner," on Broadway and Walnut, is already a thing of the past.

THE *Bulletin Post-Dispatch* imbroglío seems to be drawing to a close, though I understand the former proposes to vindicate itself before it allows the fight to stop. I learn on good authority that the strong support given the *Post-Dispatch* in the *Spectator* is written by a *Post-Dispatch* man himself.

A PARTY of Missouri club men, who are in the habit of dining at the well known "Bakery," clubbed together at Christmas, and made a neat present to their pretty waiter girl. The young lady is well known among cyclers, and should be seen at the meet in May. She has been mentioned by the poetic Arthur Young.

THE proposition of Mr. Kirkpatrick *et al* to increase the League dues is looked upon as just a little previous, in view of the fact that the subject has never been publicly discussed.

BREVITY.

ENGLISH papers are complaining bitterly about the liability of the ordinary cemented tire to come loose. The Overman system is to be introduced into England next year, and so the Britishers gain heart thereat.

THE Pennsylvania Bicycle Club, of Philadelphia, have elected these officers. president, Isaac Elwell; vice-president, C. D. Williams; secretary, Lee McKinstry; treasurer, Eugene M. Aaron.

THE *Cyclist* agrees with us that the amateur rule must be enforced, or it is worse than useless. This same paper also says, "We believe the rule will be enforced in this country [England] in the future."

How to Reach Stevens.

SO many inquiries are made at this office for the post office address of Thomas Stevens, that I beg you will inform his friends through your columns that I am sending letters for him to the care of the San Francisco Bicycle Club, 1,428 Market street, San Francisco, where he expects to arrive about the middle of January. Yours truly,

POULTNEY BIGELOW.
Editor of Outing.

Welcome to Thomas Stevens.

THE Chairman of the Reception Committee of Thomas Stevens, of the San Francisco Bicycle Club, writes under date of 21 December, in a letter to the editor of *Outing*.

Dear Sir:—All arrangements have been made for the reception of Mr. Stevens on his arrival here. The Olympic Club have joined with us, and when he arrives will receive him down the bay, I, as chairman of the reception committee, have obtained permission from the custom house authorities, and the quarantine officer to allow the committee to board the steamer down the bay. The officers and directors of the San Francisco Bicycle Club, in connection with the officers and board of directors of the Olympic Club will give Mr. Stevens a banquet, and also hold a reception in the latter's rooms, to which only members of both clubs and their lady friends will be admitted. This club will also invite Mr. Stevens to their annual banquet, which takes place about the time of his arrival here. You can rest assured that the San Francisco Bicycle Club will receive him with open hands, and look after him while he is with us. Wishing you a "Merry Christmas" and a "Happy New Year," I remain,

Correction.

IN our last it appears that Schock won the six-day race with a distance of 140 miles!! We desire to correct the above absurd mistake, and will credit Schock with 1405 miles for that time, which is record. Morgan did very well up to a certain point; he rode 235 miles without a stop and this is record, he captured the 26 hour record also.

A LADY the other day was riding along when she came to a cross street from which emerged a bicyclist going at a great rate; there must have been a collision, but he jumped from his machine to avoid it. He was thrown down but not hurt. Rising, he came to the lady, bat in hand, and said, "Madam, I beg your pardon. I don't know which of us is to blame, but I'm in too much of a hurry to investigate. If it was my fault, I hope you will excuse me. If it was your fault don't mention it." And he mounted his machine, and hurriedly rode away.—*Rose Meadows in Wheeling.*

CURRENTE CALAMO

In Winter.

Now has come the cheerful season when there is n't any reason,
For not being home to dinner every Sunday with the folks;
And no valid reason lingers for three quarters of your fingers,
Getting maimed and lacerated by entangling with your spokes.
Now the cycle is retired, in a dusty corner fired,
And upholstered in a covering of vaseline and rags:
And we cannot help suggesting that cyclometers are resting,
And the interest in wheeling for the present season flags.
Now the road race takes vacation, and we lose our weekly ratioo,
Of the best on record broken by a century or so;
For the cycle track is lonesome, and the stockholders do owe some,
And the papers have n't much to say of Wood or Billy Rowe.
But the wheelman who's been working for a record, is n't shirking,
Any chances to inform us of the distance that he's made;
And his affidavits show us that the fellow does n't koow us,
If he thinks that we believe him or a quarter that he's said.
Now the cycle trade is "quiet" (if you don't believe us, try it),
And the employees beguiling of their leisure as they may,
Winter's dreary vigils keeping, seek in markmanship and sleeping,
To prevent themselves from rusting and to while the hours away.
Now the cycle papers languish, and a general air of anguish,
Seems to seize upon the editors, and nothing comes amiss,
So the columns fill with clippings, and with weak poetic drippings,
Which they would n't use in summer (as a sample *vide* this).
Now the wheelman should remember, not to wait till next December,
But to send in his renewal to the League without delay,
And to join those happy dreamers who, forswearing tights and "screamers,"
Think that all the world will "cycle," at no very distant day.
Now the blizzard from Dakota, does its best to fill the quota,
And the roads are lying hidden 'neath a dozen feet of snow,
While the merry sleigh bells jingle, and the nose and fingers tingle,
As the mercury meanders down to something steen below.
If you want to know a sure and a super-certain cure,
For the lonesome, longing feelings, which at this time o'er you steal,
Just go out and get a log an' make it into a toboggan,
— By the time you get it finished you can ride out on your wheel.
A. G. COLLINS.

"HANDS off!"

THE professionals of England say to the N. C. U.

"YOU have ruined amateur race meetings," so they further say.

WE are accused of not grasping the situation in England on the amateur question.

WE can grab at it any way. Yet, as to grasping it, we don't know.

PERHAPS it has "grasped" us. Any way, we should not grasp long, as we are not fond enough of the question to continue our grasp.

WE would rather get away, and there are lots just like us. Will some of our English friends grasp that situation?

CHARLES SOPPER is coming to America. Who, in the name of time, is Charles any way?

"AH FONG" has replaced "ah there," as a slang expression in England.

THE *Wheel World* is no more, but on the foundation formed by this excellent monthly will rise a general sporting magazine called *Olympia*.

IT behooves cycling agents of lax ways to walk a chalk line or they will be numbered among those on the black list now being prepared by the W. B. T.

THE coming Stanley show is creating greater interest in England than ever, and yet we were assured solemnly by an ex-cyclist, the other day, that the interest in cycling was on the wane. We replied that it had not reached its full height yet, neither has it.

IT is to be hoped that a good representation from Massachusetts will take in the L. A. W. officers' meeting, to be held 17 January. We hear that it is to be an important meeting, questions of vital importance will be discussed.

CHICAGO and St. Louis will go hand-in-hand, heart and soul together, to make the coming Meet in St. Louis a solid success and honor to the section. We don't know how long the *entente cordiale* will last, they are mighty unsartain and touchy.

NEW ORLEANS will have an illuminated parade, after the manner of the late St. Louis affair.

AN effort is to be made to have the next League Meet take place during the second week in May, instead of the last. The last week of the month being usually a busy one with business men.

AN exchange describes the condition of cycling affairs during the past year, and possibly during the coming season, as,—

"With a big row here and a big row there,
Here a kick, there a kick, everywhere a kick."

It is reported that Messrs. Beckwith, Kirkpatrick, and Gulick are in favor of increased yearly dues to the L. A. W., We are open to conviction; but it seems that such an important question needs thorough thought and digestion before a wise conclusion can be arrived at.

THE *Pacific Wheelman's* heading is the most artistic of any of the cycling papers either in this or any other country, barring, perhaps, the *Tricycling Journal*, so lately renovated by "Faed."

JULIUS WILSON is in Europe, and when he comes back he will let us know what is the latest thing in Faciles.

KLUGE, the late Star rider, has been retained by the King Bicycle Company, and will ride that machine on the path during the coming season.

WE sincerely hope Howell will come to this country next season, as rumored. "There are millions in it," Dick.

ARE we to have a six-days' wobble in Boston. Senator Morgan says he is to be in Boston next week, and will furnish sport for our "culchaw" of some kind.

FRANK DINGLEY got away with Prince at Minneapolis lately. The latter conceded the former two laps in a fifty-mile race, but Prince could not cut down the handicap.

A BIG hoax has been perpetrated on the cyclists of England, by that wide-awake paper the *Cyclist*. The readers of the *WORLD* have been made acquainted with the doings of the wonderful Ah Fong, the celestial tight-rope cyclist. Well, all England was agog with expectation, bitter jealousies, and heart-burnings had been experienced, because of favoritism being shown in the distribution of free tickets. When, at the height of excitement, Ah Fong's personality was shattered, the cyclists acknowledged themselves sold, and laughed accordingly.

WE stopped at West Springfield last Tuesday morning at 6 A. M. We did not intend to, but we stopped just the same. No doubt the officials thought we wanted to stop and see how X. Miles was progressing, but we did not. Nevertheless, we appreciate the intended courtesy of the Boston & Albany Railroad Company, but would suggest that next time they would employ some other means more gentle to bring the train to a standstill. It was effective, but we don't choose that way. Railroad accidents are well in their way (way off); but no more, thank you.

H. M. OLIVER, a well-known English athlete, has gone to the bad,—has been arrested for stealing \$700 from the Birmingham Banking Company, by whom he was employed as cashier.

Now that Hendee and Rowe are under different managements, we hope these two good men will have ample opportunity to settle the vexed question of superiority the coming season.

THE attempt to run the *Bulletin*, published in Philadelphia by an individual living in Chelsea, has proved to be a dismal failure. Some men's ambition is insatiable.

ECK has the temerity to challenge Jack Prince to ride a race of twenty miles. We have not heard if Jack has accepted the *defi*.

A PROFESSIONAL writes to *Sporting Life*, London, and protests against any

interference with professional actions on the part of the N. C. U., and tells why. "They (the pros.) consider that the Union has not been a blessing even to amateur cyclists, so far as racing men or race meetings are concerned, but rather a curse, and point to the decline of the interest taken in amateur gatherings, as being attributable to the meddlesome policy of a certain section of the Council.

THE N. C. U. have decided to do all they can to discourage road racing and record riding. We rather regret to be obliged to honestly admit we think that the move is a wise one. We have one comfort, and that is, in this country, road racing is comparatively so little indulged in that it will be a long time before it assumes the proportions of a public nuisance; when it does, then our voice will be heard for abolishment.

MADAME "BESS" and her progeny were the recipients of overwhelming New Year congratulations. Dr. Kendall is now deep in the throes of deciding on names for his new beauties. He will, of course, photograph them.

THE L. A. W. have secured a verdict against Francis Carey, of Philadelphia, for running into Mr. W. S. Delp on the night of 23 July last. Mr. Delp had his lamp lit, and was on the right of the road. Damages claimed and costs were paid by defendant.

BON, in *Bulletin*, discusses the manners of cyclists when out on club runs. He deplors the apparent forgetfulness of wheelmen that the putting on of shorts and kicking pedals does not excuse them from becoming hoodlums. The improvement of roads is a vexed question, and is receiving due attention. Let us turn our thoughts on how to improve the manners of some cyclists.

MR. C. SCHWALBACH, of Brooklyn, favored us with a call during the past week, but as we were away, we had the misfortune to miss personally greeting this gentleman.

THAT Fan Kwae (foreign devil), Tom Stevens, is made of stuff that heroes are composed of. His trials and tribulations in passing through the Empire of the Celestials were of a character that try men's souls. Bad roads, obstructions, crowds, and official interference being some of the difficulties contended with.

HOWELL has been downed by J. Young, of Aberdeen, in an eight-hour bicycle race. Up to within two minutes of the call of time, the men were well bunched. Then Young rushed to the front, closely followed by Dey, also of Aberdeen. The pace was too hot for Howell, who was thirty yards in the rear when time was called. It was a great day for the Thistle.

WE hear it reported that Woodside is suffering from an attack of kidney complaint. If this is true, he had better not go to England to race Howell.

WATCH

THIS SPACE

Next Week.

We shall give a brief description
of the

RUDGE

BICYCLES AND TRICYCLES

FOR

1887.

IT WOULD SEEM TO BE FATE!

IT IS, HOWEVER, A FACT,

That the Riders of

THE AMERICAN CHAMPIONS

Have made the Most Phenomenal Long-Distance and Road Times
of the season.

HERE IS ANOTHER MARVELLOUS RECORD BY *J. S. PRINCE*, AT OMAHA, ON A
CAREFULLY SURVEYED INDOOR AND 10-LAP TRACK,
IN FORTY-EIGHT HOURS:

767 and $\frac{9}{10}$ Miles!

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. bearings."

Then there's the 10 miles in 29 m. $1\frac{3}{4}$ sec.

" 20 " " 59 " $35\frac{4}{5}$ "

" 50 " " 2 hrs. 55 m. $46\frac{1}{2}$ sec.

" 100 " " 6 " $1\frac{1}{2}$ "

All of them world records, made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring and then expect the work to be promptly done. Send your mount to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

May it be Done.

Editor Bicycling World:—The question of cycling is largely a question of roads. True, a bold spirit here and there creates and maintains a cycling interest by force of example, in spite of adverse circumstances; but such a growth is dependant on conditions which are liable to change at any time. Where roads are good, the growth is normal and permanent. The better the roads, the greater the possibilities as to cycling; so, if you want more riders, make better roads. A suggestion lately made by a writer in the *Bulletin*, that convicts work the roads, is excellent, but involves the slow process of legislation, and when effected, the imperfect results usually attending corporation work.

In olden times, distant cities united in building highways, and gradually a system of roads was developed, which promoted commerce and civilization. In a lesser, but equally effective degree for the purpose intended, the wheelmen of America might combine to produce a system of highways, at least, between important points.

Now suppose a combined effort of clubs from Boston to Albany; committees from each club first to survey and decide upon the best *existing* route; later, to *improve* it, perhaps by influence with local road authorities, perhaps by judicious expenditure of funds (to be supplied by the *entire* organization); let it be done as local committees prefer, but let each committee be responsible for a division of the road. As divisions improved, the route would be extended; as for instance, from Albany to New York; New York to Philadelphia; Philadelphia, west on the Lancaster Pike, and so on. There are so many stretches of fine roads, that in many localities they only need to be connected, to produce magnificent highways from city to city. A route of this kind, well known to wheelmen, would be travelled almost constantly during the riding season, as tourists would naturally follow it.

As a result of increased travel, the various accommodations for cyclers would improve, and the difficulties of long tours would almost disappear. It seems reasonable that an organization of this kind is possible, and certain that its results would be valuable. Possibly the League could be induced to add this to its other functions; and certainly, the League could engage in no more promising work.

I have proposed this crudely. Would like very much to see it considered and discussed by some of the authorities on cycling questions.

His name will be honored throughout all Cycledom, who projects a movement,

the result of which will be good roads; and many a happy wheelman will "rise up and call him blessed." Yours in hopes,

LARRI.

"Change" Answered.

Editor Bicycling World: Your correspondent "Change" wants to hear from riders of safeties.

Like him, I am a "middle-aged" rider," and during the season of 1885 I rode 2,800 miles on two makes of geared-up safeties. I got much enjoyment and benefit out of them, but I found it hard work to keep up with my friends in ordinaries, so I bought a 54-inch wheel for my 1886 mount, and found it much easier to propel, especially on poor roads. On smooth, level roads (how often do we find such?) the difference is hardly perceptible; the worse the roads, the greater the advantage in favor of the ordinary.

The large wheel rides over obstruction easier and with less jolting, and on sandy or soft roads the small wheel sinks in deeper, and, of course, takes more power to drive it through.

In the matter of safety, the only advantage in the small wheel is in the rider being nearer the ground, so that when he gets a tumble he don't have so far to fall. A rider is fully as liable to headers on a geared-up safety as on an ordinary; for, although the seat is farther back on the safety, the small wheel when it strikes an obstruction does not ride over it so easily. I can get over a larger obstacle on my high wheel than on my safety, and the steering of the former is much steadier, requiring less than half the labor on the arms.

In mounting and dismounting, the advantage is all on the side of the safety, of course.

Headers are largely the result of recklessness anyway. I rode my ordinary 3,126 miles this last season and got only one header, and my wheeling has been done mostly on poor roads and in touring. I attribute much of my immunity from accidents to the rule never to ride down a strange steep hill unless I can see the bottom and the road bed all the way down, and to the knack of springing off behind when suddenly confronted by an obstruction.

My 54-inch wheel has a rake of two inches to the front fork, anything less than that I consider unsafe on our American roads.

RAFF.

Disallowed.

ON technicalities, the records of Ives and Rhodes, made at Springfield last fall, have been disallowed by the Racing Board of the A. C. U. As there seems to be a question in regard to the seven days' notice having been given or not, there is a chance for an appeal and reversal. President Ducker says the seven days' notice was given, but the certificates did not show it, so the board states.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington Street, Boston:—

No. 343,337. Tricycle. Alfonso Mercer, Brambleton, Va. Collapsible. Has large driving wheel in front and pivoted axle, and two small wheels in the rear. Lever motion. Can be converted into a bicycle.

No. 354,535. Bicycle. A. A. Carter, Newark, N. J. Of the Star type. Has a foot rest attached to the steering rod, or its casing.

No. 354,642. Velocipede. C. M. Linley and J. Biggs, Southwark, Eng. Patented in England, France, and Germany. A tricycle frame, constructed of rectangular bar steel set on edge, and formed into coils, rings or spirals at various points, for strength, flexibility and neutralization of vibration.

No. 354,649. Velocipede. L. H. Mohr, Howard Centre, Ia. Four wheels.

No. 354,656. Velocipede. George W. Rodecap, Middletown, Ind. A tricycle relatively very long.

No. 354,777. Bicycle. George D. Ferris, Springfield, Ill. Relates to the driving mechanism.

No. 354,840. Velocipede, H. M. Pope, Hartford, Ct., assignor to the Pope Manufacturing Company. Relates to the hub, bearing box and crank.

No. 354,907. Velocipede saddle. Thomas B. Jeffery, Chicago, Ill.

No. 355,038. Velocipede. Otto Unzicker, Chicago, Ill., assignor to Adolph Shoenger, same place. A tricycle.

No. 355,253. Velocipede. A. Burdett, Coventry, Eng., assignor to Pope Manufacturing Company. Patented in England, in 1883. A tricycle.

Corrected Records.

THE chairman of the L. A. W. Racing Board, makes the following announcement officially in the *Bulletin*:—

"By an error in transcription it has been made to appear that the best accepted records for tandem tricycle for the distance specified are these:

14 September, W. E. Crist and P. S. Brown, three quarter mile, 2.05½; one mile, 2.46.

The accepted record stands: 14 September, Springfield, Mass., W. E. Crist and P. S. Brown, three quarter mile, 2.01¾; one mile, 2.43½. No one but the undersigned is responsible for this error, and he is willing to accept all the odium attaching to such laches, and he will not even plead the hurry of business as an excuse."

Records.

THE Records Committee of the National Cyclists' Union have passed the following claims:—

Bicycle Path.—P. Furnivall, Berretta, C. C., at Long Eaton Track, 23 August, 1886:—Quarter mile, 37½ sec.

onds; half mile, 1.16; three quarter mile, 1.53 $\frac{1}{2}$; one mile, 2.32 $\frac{1}{2}$.

Tricycle Path.—F. W. Allard, Coventry C. C., at Long Eaton, 24 July, 1886. — Quarter mile, 43 seconds. G. Gatehouse, C. U. B. C., at Long Eaton, 23 August, 1886; one mile, 2.46 $\frac{1}{2}$.

Tandem Tricycle Path.—F. J. Osmond and S. E. Williams, at Crystal Palace, 25 June; two miles, 5.47 $\frac{2}{3}$.

Tricycle Road.—Sydney Lee, Kildare B. and T. C., on Great North Road, 24 August, 1886; fifty miles, 3.9.15.

F. W. Allard has withdrawn his claims to the quarter, half, three quarter, and one mile tricycle path records with respect to his ride on 21 August, at Coventry.

The claim of Messrs. Cripps and Ratcliff to the two miles tandem tricycle path record, with respect to their ride on 26 June, at Long Eaton, has not been allowed, as the evidence forthcoming as to this claim is not satisfactory.

The claim of Messrs. Wilson and Mills to the one hundred miles tandem tricycle road record, with respect to their ride of 14 September, has not been allowed, as the committee are not satisfied with timing arrangements. For the Records Committee,

(Signed) FINLAY A. MACRAE,
Hon. Sec.

Literature.

THE *Cyclist's* Christmas number, "Cycledom," has just come to hand, and from a casual examination, we should say it is fully up to the similar publications issued yearly by these enterprising publishers. The feature is, of course, the tour of Ah Fong through the kingdom, and the wonderful sights he encounters. The front cover is a beauty, and is in Mr. Moore's best style. We will review this publication more fully later. The illustrations are more than ordinarily good and excellent, by Moore.

Two trips to the Emerald Isle, by "Faed," is a book that should be in the hands of every wheelman who desires to possess a most edifying sketch in this well-known writer's happiest vein. "A Racing Trip to Dublin" deals with Faed's visit to that city in search of glory and medals,—how well his hunt was rewarded is now a matter of cycling history, and is eminently satisfactory to Faed. Then comes a touring trip to Killarney, being a delightful description of a tour in good company to that most delightful of Irish resorts, the Lakes of Killarney. The book is beautifully illustrated by Moore, from photographs by Faed. Price, forty cents. For sale by the Bicycling World Co., Boston, Mass.

THE Springfield Bicycle Company have secured a big card in the person of G. M. Hendee. It is not yet known if George will ride the "Springfield" on the track or devote his attention to the selling of the machine.

All Sorts and Clippings.

JOHN P. LOVELL's sons, of Boston, will handle the Springfield bicycles for New England. We learn the prospects for a good trade are first-rate.

FRANK HASBROOK, of Indianapolis, Ind., has pedalled one Expert Columbia a total distance of 3,780 miles, since 15 April, 1886, at an expense of sixty cents for repairs and oil, and has not experienced a fall of any kind during that time.

WE regret to learn that Mrs. Abbott Bassett is quite ill. Not only as Mr. Bassett's wife is this lady known, but as one who has become prominent as a lady cyclist. We hope to be able to record her complete recovery soon.

THE Rudge Bicycleette, which Messrs Stoddard, Lovering & Co. propose to bring out in the spring, is the original machine of this type, having been patented in England and America in 1879 by Messrs. Rudge & Co. It has had two years' good trial in England, and possesses several valuable features of especial excellence, and which will only be found on this machine.

CAPT. PECK, of the Massachusetts Bicycle Club, finished a riding season of nearly 5,000 miles in 1886. All being accomplished on a fifty-five inch Rudge light roadster.

THE Pope Mfg. Co. will remove to its new Franklin street building in a few days. The entire second floor will be devoted to offices, and the floor above to the sales department. Altogether, the new offices will be as commodious and elegant as any in this city.

PRINCE is mad as a wet her because he has not been allowed to enter the hundred and forty two hour bicycle race at Minneapolis. He offers to race the winner for \$1,000.

HARRY COREY was so pleased with the North German Lloyd steamship "Aller," on which he crossed the Atlantic last October, that upon his return home he spoke of their courtesy on board, and mentioned it in an interview with the *Boston Herald*. Their agent in Boston noticed the remarks he made concerning the "Aller," and sent the paper on to the company in New York, and Corey was agreeably surprised a few days afterwards by receiving an elegant oil painting of this steamship 30 x 50 in size, which now adorns his office.

THE *Cyclist* is agitating the question of presenting the English National Life Boat Association with a fully equipped life boat and station. The cost will approximate \$5,000. The *Cyclist* has opened the subscription list, and calls on all cyclists in the Kingdom to respond.

THE results of the examination made by the physicians of the Minneapolis College hospital, of Minneapolis, is of great interest. The wear and tear on the physique was found to be much less than expected. Schock lost four pounds; Mor-

gan weighed one hundred and twenty-nine pounds, showing a loss of eight and a half pounds; and Armaindo, one hundred and twenty-nine pounds, showing a loss of five and a half pounds during the race. Schock's temperature was normal, and pulse ninety; Morgan's temperature normal, and pulse seventy-five; and Armaindo's temperature normal, and pulse seventy-eight. Rise of temperature was in every case found to be due to indigestion. The pulse was found to accelerate naturally with increase of exertion. Mlle. Armaindo finished in as good condition as when she started.

THE "non-cropper" is a device invented and sold by one Fisher, an Englishman. The device consists of a fine ratchet wheel fastened to the outside of the hub. In the teeth of this the ratchet falls, one end of which is pivoted on to the fork. So long as the wheel runs ahead it is o. k., but the moment a tendency is shown for the fork to pitch forward, the ratchet and wheel engage and push the fork back.

WE wonder it, the powers that be of the C. T. C. will take any action in regard to Secretary Shipton's indirect forgery in changing Mr. Pennell's letter and then publishing it. We doubt, even in this land of freedom, if such a flagrant breach would be winked at.

AN exchange states that Thomas Stevens was the first man to ride a bicycle in Russia. His advent has been followed by a boom in cycling that promises to become a craze.

C. J. SCHERER, of Memphis, Tenn., offers a medal to the man riding the greatest distance on the road for the season of 1887. The conditions are, he must ride a Victor, use a direct acting cyclometer, and must be a member of the L. A. W. We confess we think the conditions a trifle onerous. Why not include all makes of cycles and all wheelmen.

THE *American Wheelman* will give the one-hundred mile road race during the L. A. W. meet in that city. An effort is being made to give it an international character.

MR. BIDWELL, of New York, deplors the fact that dealers do not appreciate more the importance of carefully teaching novices how to ride. He claims that it should be the duty of every dealer to see that beginners are taught, it would be money in their pockets. We think Mr. Bidwell is right.

BELDING, of St. Louis, says he has his gun loaded for bear, and warns Secretary Aaron that the muzzle is pointed his way. Don't shoot, Mr. Belding, sometimes these guns "loaded for bear" have a habit of kicking. You may be at the unsafe end of the weapon.

HOLYOKE and Northampton are indignant, and ask us to walk on Handy Andy, for writing "Northampton" with two Hs, and one of those a capital. Also they say "we spell the 'Windsor' with a 'd,' and don't you forget it." We will

do as desired with the greatest pleasure when Handy Andy comes around again.

A LETTER has been sent by Mr. Belding, of St. Louis, to Mr. Aaron, warning L. A. W. members against a certain paper. Mr. Aaron returned the communication with thanks, and very properly refused to "warn." We are not aware that any paper published in these United States of America is of such incendiary character as to be dangerous to League members.

DR. KUNZE, of Halle, writes an interesting article to the *Scientific American*, on the hygiene of cycling. This is a well-worn subject, some will say, but we aver we cannot preach that doctrine too often. We refer to the constant and moderate use of the cycle, of course, not the self-fabusing incurred by long-distance road riding.

A GIANT RACING BICYCLE.—Mr. Phizackerly has on show at the Sydney Exhibition, just now, what we believe is the largest racing bicycle ever built, being a 65-inch Rudge racer, built for the Sydney professional, W. Gordon, whose riding (for a novice) attracted such attention at the last Easter Sports. Gordon is six feet four inches in height, and weighs thirteen and one-half stone. This machine has had to be specially built in every part, but notwithstanding its size it only weighs, with saddle and pedals, thirty one pounds.

THE *Scientific American*, advertised in another column under the head of "Patents," certainly needs no one to "sing its praises," but, notwithstanding this fact, we feel it an absolute duty to the general public, at least that portion of it which has never seen or heard of the paper, to tell them that such a "one is published" at the low price of \$3 a-year, and that its true value cannot be overestimated. It stands at the head of all publications of its kind. A file of the paper may be seen at this office, and subscriptions received.

THE gearing that Gormully & Jeffery are going to put on their machines is very simple, it is being put on a 54-inch wheel, gearing it up to a 126-inch! The result of the high gearing will be watched with interest.

THE man who owns a machine with nickel or bright parts, and who does not coat with the English anti-rust composition owned and made by W. C. Boak, of LeRoy, N. Y., will have a rusty machine sure pop.

THE *Bicycle South* suggests that the *Bulletin* be put on the same basis as other cycling papers; that is, let those who wish it pay extra for it. As there is talk of raising the dues to \$2.00, why not compromise, and make membership to the L. A. W. \$1.00, and membership with paper, \$2.00. For obvious reasons, *i.e.*, misconstrued motives, we have kept our fingers out of this pie, believing that some way would be devised by the

L. A. W., to make the organ a source of income to the L. A. W., instead of an expense.

GORMULLY & JEFFERYS' line of wheels next season will embrace everything desired by the American market; and, with three hundred and fifty mechanics working all winter, it is to be hoped that they will be able to fill orders, and not compel their customers to wait as they did this season.

WE made a flying visit on the dealers in New York, last week. Spalding could talk nothing but tobogganing, and White was in Canada, hurrying on a large order of toboggans and other winter sporting specialties.

WE had the good fortune to experience the pleasure (?) of a first-class smash-up at Mitteneague, last Tuesday A. M. The accident was unavoidable, and the road must be held morally blameless. We cannot refrain, however, from calling attention to the deplorable fact that not one of the train hands could be found who knew enough to work the fire extinguishers; had this been otherwise, valuable lives might have been saved, to say nothing of property. The railroad company who does not properly instruct all its employees how to use their life and property saving apparatus properly, cannot be too highly censured.

WHEEL CLUB DOINGS

THE experiment of the Springfield Club, in giving an entertainment in their own rooms, proved a great success. It has been pronounced by those who participated, as being one of the most delightful affairs the club ever gave. The large club room floors, cleared of furniture, made an excellent dancing surface.

THE Brooklyn Club can be almost said to be the Brooklyn Toboggan Club, this winter, so many of the members have taken up this charming winter sport. With the addition of thicker stockings, moccasins, toque and sash, the ordinary cycle uniform makes a good sliding suit.

THE Missouri Club is happy in the fact that it possesses home talent enough to enable it to give an entertainment to be proud of. By the way, it is noticed that a decided tendency to the wearing of tall silk hats is prevalent among our club men during the winter months.

THE Bay City Wheelmen have elected the following officers for the ensuing six months:—President, C. C. Moore; vice-president, W. W. Whitson; secretary, E. Fahrback; treasurer, R. M. Welch; captain, W. M. Meeker; first lieutenant, P. V. James; second lieutenant, Percy E. Haslett; buglers, C. C. Moore and L. G. Cole; color bearer, F. E. Browning.

THE third annual reception and grand ball of the Reading Bicycle Club will be held at Mannerchor Hall, Reading, Pa., 20 January. A concert will precede the ball. We acknowledge receipt of an invitation.

THE new officers of the Baltimore Cycle Club are: President, C. W. Abbott; vice-president, R. P. Scott; captain, Claude Worthington; first lieutenant, H. D. Bayley; second lieutenant, Joseph Geigan; treasurer, Charles C. Isaacs; secretary, E. W. Day; bugler, Thomas Godwin; surgeon, Dr. Chas. Sadler; color bearer, T. S. George. The club is out of debt, and has \$250 in the treasury. A movement is on foot to build a large clubhouse, expressly designed for bicycle club purposes. The club now runs fifty-six wheels.

THE annual meeting of the Buffalo Bicycle Club was held at their clubhouse, Monday, 13 December. The following officers were elected: C. P. Churchill, president; George Dakin, vice-president; A. C. Richardson, secretary; J. B. Newman, treasurer; A. C. Spann, attorney; R. C. Chapin, captain. Trustees: These officers *ex-officio*, and the following in addition: W. S. Bull, C. F. Hotchkiss, A. R. Georger, R. B. Hoffman, G. H. Courter, C. G. Gething, C. W. Adams, C. S. Butler, O. W. Volger. The following gentlemen were nominated for representatives to the State Division, L. A. W.: W. S. Bull, C. S. Butler, H. T. Appleby, J. R. Williams. The total mileage of this club for the season is 48,936.

THE Bostons want to get up a party of about twenty-four to visit Montreal during the winter carnival. It is proposed to stay in that city during Saturday and Sunday, 12 and 13 February.

WE received a very polite invitation to be present at a reception given by the Century Wheelmen, 1 Jan., at 1612 Park avenue, but in what city we must confess to ignorance, as the card does not state, and we cannot find the envelope. Will the Century Wheelmen accept our thanks and good wishes, wherever they may domicile.

THE Massachusetts Club gave another athletic entertainment at the clubhouse last night. We are sorry we cannot get particulars before we go to press.

THE annual election of the Boston Bicycle Club was held last Wednesday evening, and the following officers were elected for 1887-8: President, E. C. Hodges, re-elected; secretary, E. W. Hodgkins, re-elected; treasurer, C. W. Fourdrinier; captain, E. G. Whitney; first lieutenant, Theo. Rothe; second lieutenant, W. E. Jones. Club committee: Active representative, C. P. Donahoe. Associate, H. H. Gage, re-elected; W. W. Keith, re-elected; W. F. Crafts; J. R. Chadwick, re-elected. The club also voted to retain the clause in their by-laws making it obligatory on active members to become members of the L. A. W. The annual dinner of the club will be held on the evening of Saturday, 5 February. A committee of five, consisting of Messrs. Crafts, Chadwick, Nelson, Wright, and Dean, have the arrangements in hand.

A MOST pleasant affair was the annual meeting of the Springfield Club, held last Tuesday evening. The club elected the following officers for the coming year : Secretary, Sanford Lawton ; treasurer, W. C. Marsh ; directors, Henry E. Ducker, William H. Selvey, W. H. Jordan, Howard P. Merrill, D. Edward Miller, the secretary and treasurer, *ex officio* ; captain, Fred A. Eldred ; first lieutenant, Francis H. Williams ; second lieutenant, E. Everett Sawtell ; bugler, William C. Stone ; color bearer, Charles H. Miller ; surgeon, Dr. H. E. Rice. Lawton and Marsh positively refused to serve, and so new names will be presented for action at next meeting. The report of the treasurer showed that the club made over \$400 by the late tournament. The president is elected from the Board of Directors.

THE annual meeting of the Syracuse Cycling Club was held on Monday evening. Reports which showed the club to be in a prosperous condition were made, and these officers elected for the year 1887: President, Fred. Brigham ; vice-president, Clarence W. Wood ; secretary and treasurer, L. S. Wilson ; captain, Carl G. White ; members of club committee, Robert L. Hamlin and Ed. I. Rice. A committee consisting of James P. Becker, Clarence W. Wood, and Ed. I. Rice was appointed to see what can be done towards securing more commodious club rooms than those now occupied in

the Y. M. C. A. building. The club numbers twenty-one members, all active wheelmen. After the meeting, the members were pleasantly entertained by President Brigham at his home in South Salina street.

REGULAR meeting of the Pennsylvania Bicycle Club, was held on Thursday, 6 January, at eight o'clock P. M. Amendments to the by-laws proposed at the last meeting were acted upon. The names of members presented to the club for expulsion for non-payment of dues were presented for action.

New York Club Records.

BELOW I give summary of riding for 1886 by the New York Bicycle Club, as far as reported, and totals of the same members for 1885, in reference to which it is only fair to say that Mr. Kitching was disabled from riding for the best part of 1886, and Mr. Jimenis was also ill for several months in the spring and early summer. The routes included traverse eleven counties in New York state, four in Massachusetts, one in Vermont, one in Connecticut, four in New Jersey, two in Pennsylvania, and one in Colorado, beside the Island of Bermuda. Of the 3,418 miles covered by Messrs. Roy, Jimenis, and Shriver, 1,878 were outside of the New York city riding district, *i. e.*, Manhattan Island and Westchester County, within a radius of twenty-five miles from our club house. Every month in the year is represented, the

best month record being 1,657½ in October, and the lowest 96½ in December.

The first ride began with the birth of the new year, but our courage failed us on the night of 31 December, and the last ride was taken on the 26th.

MEMBERS.	Days.	Be t in one day.	Total, 1886.	Total, 1885.
F. M. Daniels.....	112	71½	2,063	1,484
E. J. Shriver.....	50	74	1,454	736
G. S. Daniels.....	55	61	1,169	755
J. B. Roy.....	38	104½	1,008	574
J. O. Jimenis.....	33	113½	956	663
F. W. Kitching....	51	47	777	1,466
H. S. Raven.....	43	38	634	1,158
M. L. King.....	33	50	521	.....
E. W. Adams.....	25	32	343	400
J. C. Mott.....	20	32	283	119
L. O. Macdaniel...	20	30	244	214
C. L. Childs.....	10	25	160	96
R. R. Haydock....	9	30	138	127
W. A. Whiting....	12	22	131	377
H. Conkling.....	5	30	74	83
E. L. Gridley.....	6	20	61	229
			10,016	8,481

Yourstruly, EDW. J. SHRIVER,
Sec. N. Y. Bicycle Club.

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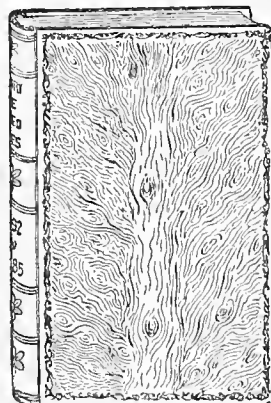
It is arranged chronologically by years, from 1492 to 1885. Every event is narrated in the order of its date. These are not confined, as in other works, to political matters, but embrace every branch of human action. It describes under its proper date all important patents ; all discoveries in science and the useful arts ; fires, floods, hailstorms, tornadoes, cyclones, epidemics, accidents and disasters on sea and land ; labor troubles, strikes and lockouts, and hundreds of other matters never mentioned by historians. Besides being a history in the ordinary sense, it is a condensed newspaper file for four hundred years.

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Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

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Connecticut.—F. A. Jackson, 608 Chapel street; New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. Y. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Lucius E. Cobb, Rockland, Maine; Harry D. Church, 3 Waverley place, Troy, N. Y.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazettes*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

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WANTED IMMEDIATELY, customers for Wright & Ditson bicycle, 46-inch, nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilks Co., 77 State Street, Chicago, Ill.

FOR SALE. RUDGE RACERS. Attention, racing men.

1	53	RUDGE RACER	used twice	.....	\$90 00
1	54	"	" three times	.....	90 00
1	55	"	" never used	.....	90 00
1	57	"	"	.....	90 00

Saddle on backbone and all latest improvements.

Apply early. STODDARD, LOVERING & CO.,
152 Congress St., Boston, Mass.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES.—Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle. Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

SPECIAL TERMS TO THE TRADE.

THE SPRINGFIELD

WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL,
POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED ITS CORRESPONDENCE LARGE AND VARIED. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

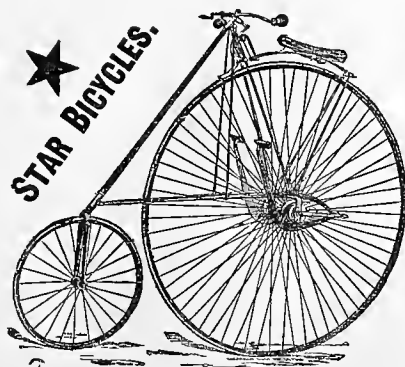
SAMPLE COPY FREE.

LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—1886 PATTERN QUADRANT tricycle, bicycle steering, warranted. Not run over 500 miles; tire will show that. Guaranteed perfect in every way. Luggage carrier, bell, and tool-bag. Price, \$140 cash. Address B. B., care of Bicycling World office, 179 Tremont street, Boston.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.
Smithville, Bur. Co., N. J.

COLUMBIA SPECIALTIES.

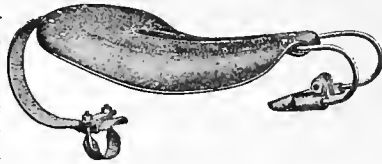
THE KIRKPATRICK SADDLE.

The peculiar advantages possessed by this saddle arise from its general construction, — with a perfectly adjustable frameless or hammock-pattern seat, suspended between fore and aft springs; a combination by which all jars and vibrations of the machine are absorbed, and the tendency to headers much decreased.

The seat proper is of the finest leather procurable, and its form, with long cut-out, admits of its shaping itself perfectly to the form of the rider, obviating all chafing, and any uncomfortable or harmful pressure. It has no metal frame, but a re-enforcing piece of leather sewed on the under side, which reduces to a minimum the liability to lose shape.

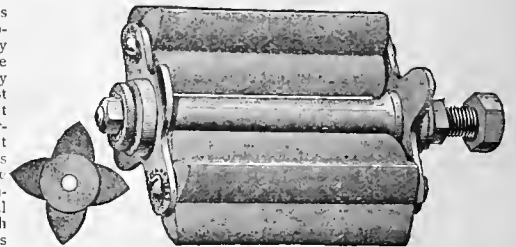
Our improvements consist in using round front springs in each variety of the saddle, and in shaping the leather so as to prevent the raw edge from coming in contact with the rider.

This saddle is easily and quickly placed in position, and its tension regulated by simply setting the click back or forward. It is applicable to any bicycle, by the use of different front springs and perch-clip. Nickelled, \$6.



THE COLUMBIA BALL-PEDAL.

The end-plates are one piece, drop-forged in entirely new dies, made sufficiently heavy where the greatest strains come, but lightened considerably by leaving out metal where it is not needed. The pedal frame is completed by a central steel tube, which entirely protects the pin from contact with the foot, and the bearings from the entrance of dust. The rods passing through the rubbers are threaded upon the inner ends, and fitted with small and neat nuts, so as to be easily removed and replaced.



The pedal-pin is tapered and strengthened at the right end; and there are two rows of steel balls, eleven at each end, made with such accuracy that by actual micrometer tests they do not vary one two-thousandth of an inch in size. The

SPECIAL ANNOUNCEMENT TO CYCLERS & CYCLE AGENTS.



FOR WOOD, METAL, OR STONE.

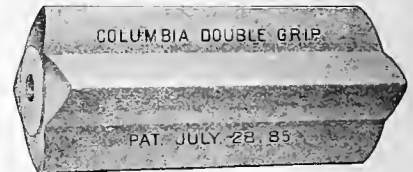
Self Drying in Half an Hour.

Very Tough, Easily Applied, Durable, Gives a Fine Jet Black Lustre.

The contents of one Bottle will cover a bicycle.

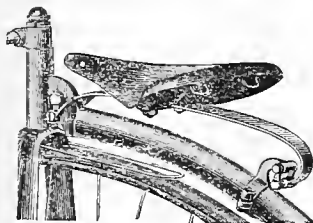
75 cents per Bottle.

Put up for the trade in boxes containing one dozen bottles.



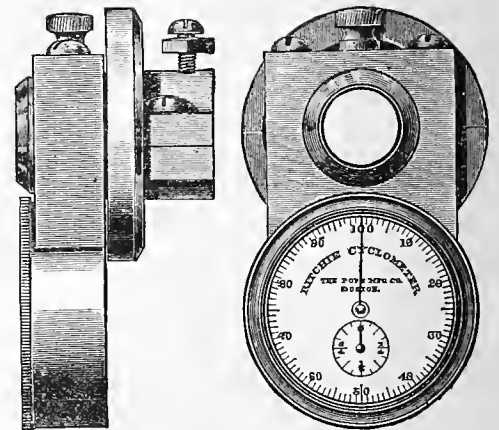
elastic bars are of our new "double-grip" pattern, which, by its peculiar form, affords a firmer hold than any other for the foot, increasing with additional pressure. Pair, nickelled, \$10.

THE COLUMBIA SWING-SPRING



Combines the best contributions of three different inventors towards the solution of the difficult problem in bicycle seat-springs.

The Columbia Swing-Spring overcomes the fore-and-aft jarring and vibration of the small wheel by means of two pendent links combined with other parts in a peculiar way, so as to allow a fore-and-aft motion of the seat to a limited but sufficient extent to stop vibration, and to ease the rider over considerable obstructions. In averting headers it is a safety device beyond any other in the market. This spring is only applicable to the EXPERT and LIGHT ROADSTER. Nickel-plated, \$5.



THE RITCHIE MAGNETIC CYCLOMETER

Has given complete satisfaction in its working. It has always run accurately under longer and more thoroughly practical tests than have been given to other cyclometers. Plain Bronze Finish, \$12.00; Nickel-plated, \$12.50.

THE POPE MFG. CO.

597 Washington St. - - BOSTON.

BRANCH HOUSES,

2 Warren St., New York.

291 Wabash Ave., Chicago.

THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
5 cents a copy.

BOSTON, 14 JANUARY, 1887.

Volume XIV.
Number 11.

A Tip for you

Have no opinion on Bicycles, Tricycles, Safeties, till
you see the New Victors, ready soon.

1405 Miles in 142 Hours,

RIDDEN BY ALBERT SCHOCK,

On a Victor Bicycle, at Minneapolis, Minn., in competition with most of the Great American Professionals.

Mr. SCHOCK writes: "I am pleased with the VICTOR in every respect. I soon found it a vast improvement on all other wheels ridden by me."

VICTOR WHEELS ARE BUILT TO RIDE. BICYCLES, TRICYCLES, SAFETIES.

Catalog Free.

OVERMAN WHEEL COMPANY,

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THE MOST GENEROUS OFFER EVER MADE BY ANY NEWSPAPER

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HISTORY OF THE UNITED STATES,

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\$1.95!!

HISTORY OF THE UNITED STATES

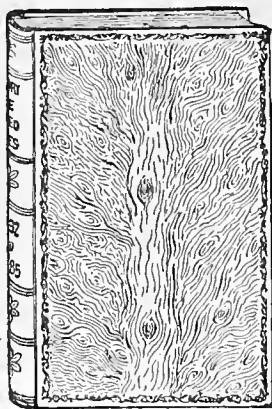
This dainty book of 320 12mo pages is indispensable to every one as a work of quick and convenient reference,

READ CAREFULLY.

This History is upon an entirely novel and original plan, which makes it indispensable to every person, no matter how many other histories he may have.

It is arranged chronologically by years, from 1492 to 1885. Every event is narrated in the order of its date. These are not confined, as in other works, to political matters, but embrace every branch of human action. It describes under its proper date all important patents; all discoveries in science and the useful arts; fires, floods, hailstorms, tornadoes, cyclones, epidemics; accidents and disasters on sea and land; labor troubles, strikes and lockouts, and hundreds of other matters never mentioned by historians. Besides being a history in the ordinary sense, it is a condensed newspaper file for four hundred years.

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This work is edited, compiled, arranged and published by THE WORLD. No such premium has ever before been given with any one, two, or even three dollar publication.

DO YOU WANT IT?

THE WEEKLY WORLD,

The Great Agricultural and Home Circle Newspaper,

Which contains also the best illustrated, literary and miscellaneous matter that appears in the Sunday edition of THE WORLD, the JOURNALISTIC MARVEL, which has now attained the unprecedented circulation of over 235,000 copies each issue.

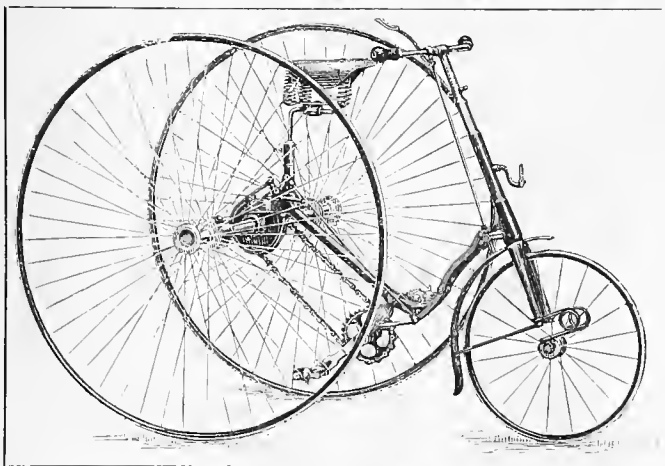
If preferred, the History will be sent by mail at the Subscriber's risk, when ten cents extra is forwarded to prepay postage. Clubs will find the express cheaper and single subscribers the mail.

This is beyond doubt the greatest offer ever made by any publication in this or any other country. The Premium alone is of more value than the amount paid.

SEND IN AT ONCE YOUR SUBSCRIPTION TO THE
BICYCLING WORLD OFFICE - - 179 Tremont Street, Boston, Mass.

THE MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ltd.
239 COLUMBUS AVENUE - - - - - BOSTON

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the World for one year, \$1.10. We have a few of the first edition of the book, which we will sell at 5 cents each.

Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the World for one year, \$1.25. This is value with a vengeance.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the World for one year, \$1.50.

TO ADVERTISERS!

For a check for \$20 we will print a ten line advertisement in One Million issues of leading American Newspapers and complete the work within ten days. This is at the rate of only one-fifth of a cent a line, for 1,000 Circulation! The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers; or FIVE MILLION READERS. If it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about 75 words. Address with copy of Adv. and check, or send 30 cents for Book of 176 pages. GEO. P. ROWELL & CO., 10 SPRUCE ST., NEW YORK.

We have just issued a new edition (the 161st) of our Book called "Newspaper Advertising." It has 176 pages, and among its contents may be named the following Lists and Catalogues of Newspapers:—

DAILY NEWSPAPERS IN NEW YORK CITY, with their Advertising Rates.

DAILY NEWSPAPERS IN CITIES HAVING more than 150,000 population, omitting all but the best.

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A SMALL LIST OF NEWSPAPERS in which to advertise every section of the country: being a choice selection made up with great care, guided by long experience.

ONE NEWSPAPER IN A STATE. The best one for an advertiser to use if he will use but one.

BARGAINS IN ADVERTISING IN DAILY Newspapers in many principal cities and towns, a List which offers peculiar inducements to some advertisers.

LARGEST CIRCULATIONS. A complete list of all American papers issuing regularly more than 25,000 copies.

THE BEST LIST OF LOCAL NEWSPAPERS, covering every town of over 5,000 population and every important county seat.

SELECT LIST OF LOCAL NEWSPAPERS, in which advertisements are inserted at half price.

5,493 VILLAGE NEWSPAPERS in which advertisements are inserted for \$41 a line and appear in the whole lot—one-half of all the American Weeklies.

Sent to any address for **THIRTY CENTS.**



TWO TRIPS TO THE EMERALD ISLE,

By "FAED."

1. A Racing Trip.
2. A Touring Trip to Killarney.

Illustrated by GEO. MOORE.

Price, 40 Cents to Bicycling World Company,
179 Tremont Street, Boston.

IF YOU ARE INTERESTED IN

The Kennel, Trap and Field Shooting,
Bicycling, Angling, Archery, and all
Out-door Sports in General,

YOU SHOULD READ

The AMERICAN SPORTSMAN,

The Gentlemen's Weekly Journal of
Reputable Pastimes.

SUBSCRIPTION PRICE, \$2.00 A YEAR.

ADDRESS,

The AMERICAN SPORTSMAN CO.,
CINCINNATI, OHIO.

HUSTON ST. JOHN - - - Manager.



The Z. and S. Supporter IMPROVED.

We have lately made several decided improvements in our Hose Supporter. It is now lighter and closer fitting, and is the most popular supporter in use. Sixty-five cents per pair.

HOWARD A. SMITH & CO.

Oraton Hall - Newark, N. J.

MURRAY'S,
100 SUDBURY STREET,

is the place to have your repairs done, as he keeps a large stock of parts on hand. Prices low. Discount to dealers. Second-hand machines bought and sold. Headquarters for the AMERICAN CYCLES. Catalogue free.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio,

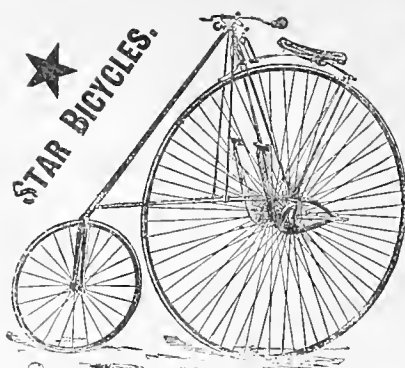
For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

Second-Hand Guns taken in Exchange for Bicycles.

LARGEST STOCK OF SECOND-HAND BICYCLES IN
AMERICA.

BICYCLES REPAIRED and NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.



SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

W. W. STALL - - - 509 TREMONT STREET, BOSTON,

SOLE AGENTS FOR EASTERN MASSACHUSETTS.

BICYCLE SUPPLY CO.

32 FRONT STREET,

NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

TOBOGGANING

The Most Fascinating of Winter Sports.

HEADQUARTERS FOR

TOBOGGANING OUTFITS.

Agents for the celebrated "PROCTOR" Toboggan, which for strength and speed *exceeds all others.*

Send for { Circular. } **New York Bicycle Company,** { Discounts to Clubs. }

38 PARK PLACE.

Dealers in new and second-hand Bicycles and Tricycles. Specialty in exchanging old for new mounts. Agents for the "COLUMBIA."

EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments — of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G ST., PRORIA, ILL.

Curtis on Training. By H. L. Curtis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the World for one year, \$1.35.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions pertaining to cycling and photography by an expert in those branches. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, room 47 St. Cloud Building, Washington, D. C.

LOOK! IT WILL PAY YOU!!

Clergymen, Medical Men, Legal Men, Warehouse Men, Business Men, Professional Men, Librarians and Students, Bankers and Brokers, Merchants and Manufacturers, Principals of Colleges and Schools, Millionnaires and Philanthropists,

And all citizens of the great republic, can be supplied *on a week's notice*, with new and second-hand English and Continental Books and Reviews, SINGLY or in LIBRARIES, at about FIFTY PER CENT less money than charged for them in the States. Book and Picture Sales attended. Rare and Second-hand Books and MSS. forwarded to order. Catalogues mailed when required. WHOLESALE BOOKBIND-

ING AND STATIONERY AT WONDERFULLY LOW RATES. All goods carefully packed to any address in U. S. A.

J. MOSCRIPT PYE & CO.

Export Booksellers, Stationers and Publishers,

154 WEST REGENT ST.

Glasgow, Scotland

GOOD NEWS FOR AMERICANS AT HOME.

For the convenience of "Kin Beyond Sea," J. MOSCRIPT PYE (of the above firm), who has had great experience of the varied requirements of American

ladies and gentlemen, acts as GENERAL AGENT, and executes with economy and despatch commissions intrusted to him for ANYTHING LARGE OR SMALL that may be wanted from Europe. Correspondents in all parts. AMERICAN MANUFACTURED GOODS AND PATENTS, AND COMMERCIAL CONCESSIONS GENERALLY, PLACED ON THE EUROPEAN MARKET. PRELIMINARY FEE, \$100.00. Relatives traced, Schools and Tutors recommended. Investments made in best securities. Save time, trouble, and expense, by communicating with MR. PYE, 154 WEST REGENT STREET, GLASGOW (nearly opposite the American Consulate). A remittance should in every case accompany instructions.



Published every Friday

— BY —

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates: —

One year, in advance.....\$1.00
 Six months "75
 Three months "50

Single copies are for sale at the following places: —

New England News Co., Franklin St., Boston.

Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox, 15 Park Pl., New York.

Bull & Bowen, Buffalo, N. Y.

Fred Jenkins, Room 65, 21 Park Row, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

John Wilkinson Co., 77 State St., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

E. H. Corson, Rochester, N. H.

LORD & THOMAS, NEWSPAPER
 Advertising, 45 to
 49 Randolph St., Chicago, keep this paper on file
 and are authorized to **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 14 JANUARY, 1887.

We are advised by Mr. E. M. Aaron
 that he has sent in his resignation, to
 take effect at the coming Board meeting
 in New York, next Monday. This move

on the Secretary-Editor's part is due en-
 tirely to better business arrangements
 offering. The L. A. W. loses a good
 worker in Mr. Aaron, and our regrets and
 best wishes go with him in his new field
 of labor.

WE cannot coincide with the idea of
 combining any insurance scheme with the
 L. A. W. There are plenty of regular in-
 surance companies based and run on legiti-
 mate plans. They can take care of us just
 as cheap as *good* insurance can be bought.
 Co-operative insurance is not what we
 want in the League. There is no busi-
 ness where the ordinary rules of common
 sense or figures are so utterly ignored
 by shrewd business men, as in this same
 plan of co-operative insurance. Let it
 alone!

WE agree with the *American Wheel-*
man in speaking of the Presidency: "It
 is not a question of section, but of a man;
 and an attempt on the part of the West to
 make a sectional issue is doomed to cer-
 tain failure." This is patriotism! Yes,
 let the man come from any section, even
 New Jersey, and if he prove fit we will
 support him heart and paper.

DR. GEORGE E. BLACKHAM, of Dun-
 kirk, N. Y., addressed the Rochester (N.
 Y.) Academy of Science last Monday
 evening upon the "Bicycle and Tricycle
 as factors in our Civilization." No better
 missionary work could be asked for than
 this proselyting the Scientists to the
 belief that the wheel has a mission other
 than that of childish amusement, but that
 it is a valuable factor in our civilization
 as a life-prolonging pursuit which should
 be gladly seized upon by the brain-tired
 scientists and sedentary worker.

THERE is no more active or enthusi-
 astic wheelman in the Hub than E. G.
 Whitney, the newly elected captain of the
 Bostons. A good organizer, an indefatig-
 able worker. The club can be congratu-
 lated on securing so good a man who will
 no doubt put in all the energy and push
 born of interest in the welfare of the
 Bostons.

COL. POPE, in a late interview with the
Herald man, takes a decidedly optimistic
 view of the cycling trade in his forecast

for the coming season. A man in the
 Colonel's position is certainly in a situa-
 tion whereby he can reach out through
 the hands and brains of his many agents,
 feel the pulse of the business pretty
 thoroughly and arrive at intelligent con-
 clusions. One of the most encouraging
 signs of the times is that Col. Pope finds
 stocks low, even for this time of the year,
 and "budding" cyclists more than usually
 plenty. Certain it is, that never a year
 opened with more unmistakable signs of
 activity on the part of our makers and
 importers. We trust that this prophecy
 of good business for 1887 will pan out
 correct.

WE present to our readers the first in-
 stalment of trade articles on the wheels
 for 1887. The Rapid and the Singer are
 the wheels treated of this issue, others
 will follow as fast as we can procure in-
 formation. Undoubtedly we shall be able
 to present to our readers every week, until
 the riding season opens, several descrip-
 tions. To facilitate reference we shall
 print in this column each week a cor-
 rected index, so that any one can at once
 turn to description of the machine he is
 looking for:

MACHINE.	DATE OF ISSUE.	PAGE.
Rapid Roadster.	Jan. 14.	175
Rapid Light Roadster.	"	176
Apollo Roadster.	"	176
Challenge Roadster.	"	176

In and Around Newark.

A MEETING of the New Jersey Cycling
 and Athletic Association was held on
 Thursday evening last, and nearly every
 stockholder was present. By a unani-
 mous vote the capital stock was in-
 creased to \$15,000, and the balance of
 the shares were all subscribed for. A
 number of shares of delinquent's stock
 was ordered to be offered at auction un-
 less settled for by the holders within a
 given time. An offer was submitted
 from the owner of the property on which
 the track is situated, to sell the same to
 the association for \$15,000, the owner
 agreeing to accept half the amount in
 cash, and the balance on hand and mort-
 gages. By a two-thirds vote the offer was
 accepted, and the board of directors were
 authorized to issue bonds for the amount
 of the purchase money. The location of
 the grounds could not be equalled, and it
 is undoubtedly to the best interest of the
 association that the sole title to the prop-
 erty be acquired by them. During the
 coming season a number of local base
 ball, cricket, athletic, and tennis clubs
 will avail themselves of the advantages
 of the grounds, and taken in all, every-

thing seems to look favorable for the success of the organization.

THE New Jersey wheelmen have reduced the amount of their initiation fee from \$5.00 to \$2.50, the reduction to stand good until 1 March. To any young Newark cyclers who are in doubt as to where to find a jolly crowd to associate themselves with, we would say, call at the rooms of the New Jersey Wheelmen, in Oraton Hall, on any Thursday evening, and if the boys don't convince them that they've struck the right house, we'll drop the question.

THE Union County Wheelmen, formerly the Bellerophons, have decided to erect a clubhouse in the spring. The building will be on Elm street, Westfield, and will cost \$10,000. As soon as the weather is suitable, the Union County Wheelmen will begin a series of competitions to decide upon a team to represent them in the spring road race of the "Alphabetical Association." The club numbers sixty-five members, and just sixty-five of them are confident of their ability to win a position.

HOWARD A. SMITH & Co., will open their branch store, on Main street, Orange, on April 1, but have not, as yet, decided upon the manager.

It has been rumored hereabout, that the publication office of the *L. A. W. Bulletin* was to be removed to Boston; that the *Cycle* is to step down and out, and that editor Bassett is to be the successor of secretary-editor Aaron. As to the truth of the rumor I know nothing, but my opinion is, that if the "powers-that-be" know when their heads are level, they'll let well enough alone.

RATCHET.

NEWARK, N. J., 10 January.

Mass. Division Meeting.

THE monthly meeting of the officers of the Massachusetts division of the League last Saturday evening, at the Quincy House, was a very enjoyable, if not an important one. An unusually large number of representatives were present, while the members of the division who attended helped to swell the gathering seated about the tables. Chief Consul Hayes presided over the following gentlemen: C. L. Smith, A. L. Bowker, H. H. Bates, J. H. Grimes, E. B. Coleman, George A. Nash, John Amee, C. S. Clark, all of the Cambridge club; E. G. Whitney, E. W. Smith, A. Kennedy Child, Dr. W. G. Kendall and C. S. Howard and J. S. Dean, all of the Boston club; R. S. Brewis of Manchester, Eng.; Abbott Bassett of the Chelsea club, E. H. Foote and J. B. Cann of the Somerville club; Sanford Lawton of the Springfield club, Hon. A. G. Hill of Northampton, J. Fred. Adams and H. A. Chase of Haverhill,

W. I. Harris and H. A. Fuller of Brighton, Dr. W. H. Emery of Dorchester.

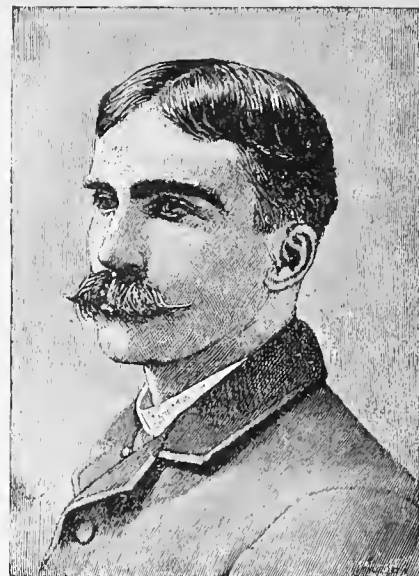
After a most enjoyable repast, the chief consul removed his cigar from his mouth and called the gentlemen to order with a "rat-tat-to" on the edge of a plate with a knife. J. S. Dean then reported that the committee on a summer meet recommended that the invitation of the Cottage City Bicycle Club, for the Division to hold a meeting at Martha's Vineyard next summer, be accepted. The committee was continued, to consider the details of the scheme and arrange for such a meeting.

Mr. Hill read a report in the matter of Danger Boards, and recommended an iron board with the letters riveted on. He estimated the cost to be about \$1.45 each for the first hundred. By request, Mr. A. Kennedy Child, who is an expert on danger signs, told the company how they did in England, and what he knew about the subject matter with that surpassing eloquence with which he embellishes even the most prosaic topics. The matter was referred back to Mr. Hill, with instructions to confer with Mr. Child. Mr. E. G. Whitney thought the chief consul ought to be allowed \$100 per annum for the expenses of his office, and so moved. Dr. Kendall seconded the motion, and with Mr. Child in the chair the motion was unanimously carried. A protest from Mr. A. S. Parsons against holding a dinner in connection with the meeting, which he claimed amounted to charging \$2 entrance fee to the meetings, was brought up. The gentlemen present seemed to have enjoyed the dinner, and thought, r at any rate so voted, that in about a month they would be prepared to eat another. The result is that the next dinner of the division will be eaten at six o'clock p. m., Saturday 12 February, and the meeting held on the same day at half past eight. The meeting then adjourned.

THE report that Rowe has resumed work at his trade gives color to the assertion that he has given up cycling as a business. After the unprecedented success that has attended him on the path, together with the excitement of public adulation, we imagine the humdrum of the shop must seem fearfully tedious to William. If Howell comes over, Rowe can make a year's handsome income by beating Richard.

WE hear it corroborated in a certain quarter that the chances are largely in favor of Howell's coming over here next season. Negotiations are pending, but we are aware there is many a slip. — However, things have a decided look that way.

THE "Premier" people offer the following big prizes to any one covering the following distances on any one of their make of machines: One hundred guineas to the first rider who will ride either a mile on the path in 2.25, and 22½ miles on the path in one hour, or 100 miles on the road in six hours.



Thomas Stevens.

THROUGH the courtesy of the *Outing* Publishing Company, we are enabled to present to our readers an excellent likeness of the greatest of all cycling tourists, Mr. Thomas Stevens. At this time when the subject of this very brief sketch once more places his foot on American soil after an absence of nearly two years, a few facts about this remarkable man will be of interest. He was born in England, 25 December, 1855, but came to this country at the age of sixteen. The first time his name came before the cycling public was when he started to ride across the continent from San Francisco to Boston, a distance of 3,700, with the avowed intention of keeping on round the world providing he could find any one to back him up with capital. A year's tedious delay in this country did not dishearten him, and in getting any one to believe in him and back him up he showed the tenacity of purpose and the elements of pluck that have enabled him to bring his trip to a successful termination. Up to a certain point he was the protégé of the Pope Manufacturing Company, and then the enterprising management of *Outing* took him and furnished the capital necessary for his travelling expenses. The dangers and difficulties encountered by Mr. Stevens, especially in travelling through Persian, Russian, and Afghanistan territory, are well known matters of history. His difficulties in getting through the kingdom of the Celestials with a whole skin are matters of wonder, and cause our admiration to rise higher. He left San Francisco a comparatively unknown man; he returns, and is given a reception accorded rulers, as a living example of what intelligence and manhood can accomplish when it sets out. We hope to see Mr. Stevens in Boston before he settles down to his new duties with *Outing*. He rode an "Expert," which carried him to the end, notwithstanding the use and abuse it endured.

THE RUDGE FOR 1887.

TO THE READER:

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and, although the *Rudge* machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the *Rudge* machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

RUDGE LIGHT ROADSTER.

We are not quite prepared at present to lay before you the detailed specifications of the *Rudge Light Roadster* for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

RUDGE ROADSTER.

We have entirely remodelled the American *Rudge* and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word *American*, and re-named it the *Rudge Roadster*.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

RUDGE BICYCLETTE.

We shall also place upon the market the *RUDGE BICYCLETTE*, the original safety bicycle of the *Rover* type. This was patented by *Rudge & Co.* in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the *BICYCLETTE* possesses, in point of safety, comfort and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

CRESCENT TRICYCLE.

Owing to the enormous demand in England last year for the *RUDGE CRESCENT TRICYCLE*, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed and ease of running.

We shall carry it in two weights, one for gentlemen, and one for ladies, and our new pattern contains many valuable points of special interest.

RUDGE HUMBER TANDEM.

This popular Tandem is so well known, that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

RUDGE CRESCENT TANDEM.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the *RUDGE CRESCENT*, feeling sure it will meet the demands of the riders.

It is of the *Cripper* form, with patent automatic bicycle-steering, and contains all the valued features of *Rudge & Co.*'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England, before we introduced them upon the American market, and the prestige which they have in England, combined with *Rudge & Co.*'s experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present, we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

AGENCY.

We have had numberless applications for the agency of the *Rudge Bicycles and Tricycles* from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

IT WOULD SEEM TO BE FATE!

IT IS, HOWEVER, A FACT,

That the Riders of

THE AMERICAN CHAMPIONS

Have made the Most Phenomenal Long-Distance and Road Times
of the season.

HERE IS ANOTHER MARVELLOUS RECORD BY *J. S. PRINCE*, AT OMAHA, ON A
CAREFULLY SURVEYED INDOOR AND 10-LAP TRACK
IN FORTY-EIGHT HOURS:

767 and $\frac{9}{10}$ Miles!

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. bearings."

Then there's the 10 miles in 29 m. $1\frac{3}{4}$ sec.

" 20 " " 59 " $35\frac{4}{5}$ "

" 50 " " 2 hrs. 55 m. $46\frac{1}{2}$ sec.

" 100 " " 6 " $1\frac{1}{2}$ "

All of them world records, made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring and then expect the work to be promptly done. Send your mount to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY MANUFACTURING CO.

CORRENTE CALAMO

Tommy Stevens.

TOMMY has arrived at home,
For a while no more to roam.
On the whole it seems to me,
Tommy's been on quite a spree.
Let the eagle's pinions flap,
Welcome to him, noble chap;
Who has been the world around,
Ever, always homeward bound.
Sights and countries has he seen,
Such as we ne'er dreamt had been;
And at last his home has found,
With his "bacon" safe and sound.

O'er the giant Rockies he,
Slid as easy as could be;
And our distances sublime,
Were a question but of time.
Over England's smiling face,
Rattling at a rare old pace;
Whirling down the boulevards,
Nothing there his course retards.
How the frisky Frenchman stared,
How the stolid Teutons glared,
As he passed at racing speed,
On his strange velocipede!
How the Turks in robes of silk,
Fed him sour buttermilk;
And before they let him in,
Every night would make him "bin"!
How, before he left their door,
They would make him "bin" some more!
How he rode for hours' eyes,
In Byzantium's paradise;
Saw the howling dervish whirl,
Discounting the ballet-girl!
How his wondrous "Araba,"
Startled many a grave pacha;
And how from his eagle eye,
Hordes of robbers turn and fly!
Tommy says it was his "pop,"
That was wont to made them stop;
But we think (we don't know why)
It *must* have been his eagle eye.
Hob-a-nobbed with princes grand,
In full many an Eastern land.
Supped with khans and dined with beys,
Heard the trampets sound his praise;
Seen the wine flow fast and free,
All for him, the revelry.
But when fickle Fortune frowned,
Tommy had to hunt around;
And when hunger's claws did scratch,
Foraged on the melon-patch.
Feasted upon ancient "yaort,"
Dined on berries by the quart;
Bobbed for "pillau" in the tents,
Of the guileless Koordish gents:
"Blotting-paper ekmek" too,
Followed after locust stew.
Often has he, as we know,
Been regarded as a show;
Carefully locked up at night,
From the howling rabble's sight,
Cursed as "giaour" and Ferenghi,
Chased and stoned by mobs was he.
Afghans wild and Hindoos calm,
Scurried off in wild alarm,
As they saw beside them steal,
Shaitan riding on a wheel.
And the Chinese, prone to evil,
Mobbed the harmless "foreign devil";
Smashed his wheel and stole his cash,
Tried to make some Stevens hash.
On the whole (to cut it short),
Tommy's had a lot of sport.

Feast him, dine him, wine him, and
Generally "do the grand."
Tommy is a plucky boy,
Every one will wish him joy;
And the wheelman reads with pride,
Of his long and wondrous ride.
Make a feast in Eastern style,
That his senses will beguile;
Get up such a grand hurrah,
That he'll think he's with the Shah,
Set the dishes on the floor,
Squat around and yell for "more";
And, while the cigar smoke curls,
Order in some dancing girls.

PEDALS.

WELCOME, Stevens.

HOME again safe and sound, in spite of
"Turks, infidels, and heretics."

THE richness of such an experience as
his, can fall to the lot of few.

ENGLISH pluck backed by American
capital is irresistible.

OR American mettle and nerve backed
by British gold is equally unconquer-
able.

JONATHAN and John are hard to beat
when they set out to do they "do or
die."

THIS remarkable man, "Tom Stevens,
left San Francisco 22 April, 1884, on his
tour round the world, and set his foot on
American soil at the point of the start, 7
January, 1887, three years gone, lacking
three months.

THE telegram received by the Spring-
field Union, to the effect that Hillier had
sued McCandlish for republishing an
obnoxious article from the *Gazette*, was
without any further foundation than Mr.
Hillier had demanded an apology, and
which up to the present time has not
been forthcoming.

"SENATOR" MORGAN and his protege,
Wm. Woodside, are now in Boston, and
will appear at the Columbia Rink, 22
January, evening, and give the show a
boost.

AN enterprising cycle firm out West,
knows how to catch the boys, as evinced
by the following sign, that can be seen in
their window: "If desired, a pretty girl
will be given a weigh with every tandem
sold." *Not original.* It's a dead steal.

WE are assured with the most impres-
sive solemnity, that the first lady of the
land does not tricycle, and that it is an
insult to the nation to suppose such an
undignified proceeding on the part of the
F. L. of T. L. Well, we don't know,
we certainly shall not disclose state
secrets that may have found asylum in
our "bussum," but we have recollection
of taking a most delightful ride over the
Milldam on a tandem, in company with a
lady, just about the time that President
Cleveland visited Boston. We insinuate
nothing, we give nothing away, do we,
Dan'l?

THE *Cyclist* comes to us with a
broad grin on its face, so to speak.
Every time "Ah Fong" is mentioned, it

relaxes into jovial cackination. The
experiences and impressions of this won-
derful Celestial when brought into con-
tact with the "barbarian" cyclists of
England are told in a rich, rare, and
racy manner. Send to us for a copy of
CYCLEDOM, and have your risibilities
excited.

SOME of Mr. Hillier's prizes are so
valuable that he keeps them locked up in
the strong room of his bank, after the
manner of the crown jewels in London
Tower. Our prizes are of the leathery
nature, not valuable, but powerful satisfy-
ing as tokens of our prowess on the path.
We had quite a collection, but our
youngest — Jack — has depleted the
store, by using them for "suckers."

MR. J. E. FENLON rankles under the
inconvenience of suspension at the hands
of the N. C. U., and has been making
efforts to have the ban removed, without
success, however. His father, Mr. J.
Fenlon, assures Mr. Todd that any ex-
pense that his son's pocket book could
not stand he (his father), and he only, has
paid himself. Notwithstanding this
assurance, the executive remain adamant.

THIS bicycling business is getting to be
too serious a pastime altogether. Our
L. A. W.'s, A. C. U.'s, and N. C. U.'s,
are perhaps very necessary organizations;
but in these days of suspicion, suspension,
and expulsion the fun is largely taken out
of our sport. We suppose it is neces-
sary; but oh! how we long for the good
old days when acrimony and strife were
unknown, it gives us copy though.

JOHN S. ROGERS is looked on as one
of the most level headed cyclists in the
West, and the knowing ones point to him
as being the instigator and "chief con-
spirator" in the proposed joining together
of the Ramblers and Missouri.

IF we could only get some kind of a
pledge from the prominent names that
have been mentioned for L. A. W. presi-
dent next year to the effect that they
could and would give the time necessary
to the proper administration of affairs, we
would go for that man heart and soul.
All the half dozen men that have been
mentioned are good if they can give the
time.

SPEAKING of this subject we are aware
that the office of president is a thankless
one, the pay is usually made in hard
knocks and caustic criticism, — not pleas-
ant currency by any means; but still we
believe that the man exists who is willing
to immolate his private feelings for the
sake of his cycling countrymen. Bring
forth the hero and we will shout for
him.

WE have been grappling with, and we
think have "grasped" the idea that in
England the N. C. U. has stirred up a
hornet's nest when it tackled the ques-
tion of controlling the professionals. It's
a "nasty" mess you know, and if we
grasp the idea that it is always darkest
before dawn, then we imagine daylight

will soon illuminate the present stygian blackness and chaotic condition of N. C. U. matters across the water.

THE Springfield *Union* devotes a column and over to discussing the merits of Rowe and Hendee, that never-failing topic; after discussing earnestly, they very sensibly say: "After all, newspaper talk or individual opinion cannot determine the matter so satisfactorily as the race track, and there we hope to see the question of superiority settled beyond all question during the coming season." That is our opinion exactly, this racing on paper is the most unsatisfactory kind of a way to settle the relative speed of men on the path.

CHRISTMAS night at the Mammoth Rink, Denver, Col., Van Horn and Hummel had a five-mile bicycle race. At the start Hummel lost his wheel, but Van Horn rode out the distance, without his competitor. At the same place and night, Hopkins and Nelson gave an exhibition of fancy riding on the bicycle and unicycle. Outdoor wheeling will be discontinued for some time, as the ground is covered with about ten inches of snow.

The Wheelman's Record is a new candidate for favor in the field of cycling literature. It is published in Indianapolis, Ind., every Thursday, and is under the treble editorship and management of P. C. Darrow, G. S. Darrow, and C. F. Smith. The initial number is a neat production and bright withal.

NEW SOUTH WALES gives the amateur fossil a rude shock by the New South Wales Cycling Union deciding by a vote of thirty-two to eleven that the "makers' amateur" and the agent shall continue to rank as bona-fide amateurs.

WE hear, but we won't vouch for it that Karl Kron dedicates his book to a favorite bull purp, and as follows: "To the memory of my bull-dog (the very best dog whose presence ever blessed this planet), these records of travels, which would have broken his heart had he ever lived to read about them, are lovingly inscribed."

THE admirers of Fred Wood are very anxious that he should be back in England in time to get in form to meet the American team during their visit to England this spring. There are many on the other side who feel confident that Wood can down Woodside when in condition. When these men do meet, much money will change hands, as each has a host of friends who will back him freely with gold.

To those who have ordered "Bicycles and Tricycles for 1886," we desire to ask for patience. We hear they are *en route*, and we hope to have them soon. As they have to come through the Customs, we never can figure to a week or two when we shall have them. The red tape of this very necessary national institution is exasperating sometimes.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Discussions Invited.

THE columns of the *World* are open to discussion of machines. Our correspondence department is free to any one for the fair debate on the relative merit of different *types*. The objection urged by some, that injustice may be unintentionally done by a writer, can easily be avoided if he will stick to argument on the advantages of the peculiar mechanism and make up of his particular fad. Direct *v.* tangent spokes, lever *v.* crank, Rover *v.* Kangaroo *v.* Facile *v.* Star. Simple *v.* double ball bearings, and a hundred other points which can be thoroughly canvassed with benefit to all. This is the season to discuss, while we cannot ride. We hope to hear from you.

THE EDITOR.

The Best Outfit.

Editor of the Bicycling World:—Will some of your readers who are posted, kindly give me some information through your columns, in regard to amateur photographic outfit suitable to use while bicycling? The size, style and make of camera, plates, holders, etc., with probable expense of same.

I do not care particularly about the developing and printing outfit, as I can easily have that done here, but at same time would be glad to have points on same also. L. A. W. 9024

[We wish some of our cycling photographers would air their opinions in these columns. We have such a large number of readers who are earnestly looking for information on this point, that any experience and conclusion thereby arrived at will be more than appreciated by our readers. ED.]

How To Train.

Editor Bicycling World.—Will you please publish at your earliest convenience from some reliable authority the course bicycle racers go through,—I mean how they eat, and what; that is, a good deal or little meat, or little or no vegetables, etc. Then the amount of daily exercise with dumb bells or clubs, and also the amount of actual daily riding. An early reply will greatly oblige

Yours truly,

P. W. C.

["Cortis on Training" is the best thing of the kind published. It is exhaustive and comprehensive.—ED.]

BURLEY B. AYERS retiring from the treasuryship of the Ill. Div. of the L. A. W., Samuel B. Wright will handle the cash for the Div. for the unexpired term.



Stillman G. Whittaker.

THE whirligig of time plays sad pranks with some men. Fortune smiles on one and frowns on another, and according as the fickle Goddess shows favor or injustice, so does the human smile or sigh. Madam Fortune has played unkindly with the subject of this sketch, Mr. S. G. Whittaker, who till very lately was the owner of the comfortable little nest egg of \$40,000. English by birth, but a Massachusetts lad by adoption, as he arrived in this country when only one and a half years of age. In 1884 he first took to cycling, and the following year he showed he had the right stuff in him by breaking the 100 mile record of that day. Being unfortunate in business and losing his fortune, he had to turn his attention to something whereby he could earn an honest penny. Messrs. William Read & Sons of Boston first gave Mr. Whittaker employment, and from there he went to Simmons Hardware Co. of St. Louis, and later still to Gormully & Jeffery, in whose employ and on whose machines, the American Champion Roadster, he has made his best records. On the track 2.43 for the mile is his best; on the road 10 miles in 29-1/4; for 20 miles 59, 35 1/2 and the 100 miles in 6 hours and 1 1/2 minutes, all made on the famous Crawfordsville road route, and are all world records. In disposition, Mr. Whittaker is

READ THIS, GENTLEMEN!!!

A Melancholy Fact, Perhaps, but alas, True.

The recent Minneapolis record of 1405 miles in 142 hours, which is claimed by another Company (see first outside page), actually belongs to

THE AMERICAN CHAMPION,

As this wheel was ridden two thirds of the distance by Schock. The facts of the case are as follows: Schock was persuaded to change his mount. He told friends of ours it was on account of a pecuniary inducement. So far, so good. He started in the long race with his light, tangent-spoke wheel. He rode it a matter of 15 miles and

IT BROKE DOWN.

He then mounted his old 40-pound Champion, and, much to his surprise, found that he could hold Morgan who had previously been rapidly gaining. He rode the Champion until he and Morgan went to bed. Stealing a march on Morgan, who had a two-mile start, he again started on the new machine, which had in the mean while been repaired, and made up the distance before Morgan could get ready. But Morgan soon regained the lead, and Schock again took his Champion and was able to hold Morgan. During the race, Messrs. S. F. Heath & Co., the largest dealers in Minnesota, wrote us, "Every time Schock gets tired he mounts the CHAMPION," and after the completion of the race, "Schock rode two thirds of the distance on the CHAMPION."

We have since interviewed Morgan, who confirms these statements, and for their truth we refer to all the officers of the race, as well as to the sporting editors of the Minneapolis dailies, or any wheelman spectator.

Schock evidently "BIT THE HAND THAT FED HIM" when he claimed that record for another wheel than ours. He was forced to take the "AMERICAN CHAMPION" because of its

EASY RUNNING QUALITIES.

This is surely convincing evidence of the truth of our claims.

Respectfully submitted,

GORMULLY & JEFFREY MF'G CO.

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER,

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

one bunch of high spirits and good fellowship, popular with the boys and valued by his employers. Next year we expect to hear further from this Massachusetts man, and a race with the Victor, Star, and Columbia cracks on the road is a consummation devoutly to be wished and looked for.

WHEEL CLUB DOINGS

THE secretary of the St. John (N. B.) Bicycles Club writes: "Our annual elections do not take place until April. Will advise you when new officers appointed. The annual five-mile race for championship of the club took place 13 October on Marsh Road, two and a half miles and turn. H. C. Page and E. H. Turnbull were the only contestants. The former was an easy winner in 20 m. 50 $\frac{3}{4}$ s. Bicycling has given way to skating, snowshoeing, and tobogganing."

THE proposed amalgamation of the St. Louis Ramblers and the Missouri Bicycle Club is one of the most sudden, and at the same time, one of the most sensible moves made by any club for many a day. The application for admission as a body has been made to the Missouris, and if accepted, St. Louis will rejoice in having one of the largest and liveliest clubs on this continent. Success to the union.

THE East Hartford, Ct., wheel club held a special meeting recently, at which it was decided to rent rooms in the town library building as club headquarters. The report of the treasurer showed that \$130 net profit had been made at the club's "pony" tournaments, held in the spring and fall. Home trainers have been rented, and several of the club will go into training this month, in an attempt to secure records. One of the members, E. E. Arnold, made the second best home trainer time reported last winter, for the distance of one mile.

AT the annual meeting of the Hudson Bicycle Club, 31 Dec., 1886, the following officers were elected for 1887: H. J. Baringer, president; R. W. E. Sans, vice-president; Geo. E. Swift, secretary and treasurer; H. P. Bryan, captain. The Hudson Bicycle Club held its third annual hop at the Worth House, Friday evening, 31 Dec. It was the most successful hop, in point of number, ever given by the club. Prof. Parlatis' orchestra, of Albany, furnished excellent music, and dancing was kept up until the new year was several hours old. Guests were present from New York, Albany, Troy, Poughkeepsie, Matteawan, Rhinebeck, and Norwich, Conn.

AT the last meeting of the Bay City Wheelmen, of San Francisco, the following officers were elected to serve for the next six months: C. C. More, president; W. W. Whitson, vice-president; E. Fahrback, secretary; R. M. Welch, treasurer; Wm. Meeker, captain; F. C. James, first lieutenant; P. E. Haslett, second lieutenant.

THE annual meeting of the Long Island Wheelmen was held 4 January, the election resulting as follows: W. W. Share, president; E. A. Bradford, vice-president; M. Furst, secretary; J. D. Huggins; G. W. Mabie, W. H. Hoole, L. G. Wilder, A. L. Brown, trustees; G. H. Luscomb, captain; R. M. Chichester, first lieutenant; G. G. Teller, second lieutenant; C. E. Jayne; lieutenant of tricyclers: H. F. Donaldson, first color-bearer; C. F. Pray, second color bearer; E. T. Fisher, first bugler; I. M. Clapp, second bugler; F. P. Hudnut, M. D., surgeon. The providing of an office for a disciple of Æsculapius may be an innovation, but it will be mighty handy.

THE Nashville (Tenn.) Bicycle Club has leased for a term of three years the entire third floor of the Allen block on Church street, between High and Vine, and have had them repapered, painted and handsomely furnished. Some of the inner partition walls have been removed so as to make two large rooms, one of which has been fitted up in elegant style as their parlor, the other as a billiard-room. The walls of the former are beautifully decorated with steel engravings, paintings, crayon drawings and photos. A fine piano is there for those musically inclined, and a reading desk on which a score of the latest wheel periodicals are always found. In the rear room is a billiard table and home trainer. The Overman Wheel Company presented them some time since with a bicycle wheel for a sign. This wheel is suspended over the entrance with a ribbon sign, on which the club's name is painted in blue and gold, being the club colors. The entire floor is comfortably heated with a large base-burning stove. The spacious hall, running the length of the building, is used as a wheel room, which, together with a lavatory in the rear, makes a handsome and convenient club-house. — *Cor.*

AT the annual meeting 11 last week, of the Waltham Ramblers' Bicycle Club, the following named gentlemen were chosen officers: President, W. E. Sawyer; secretary, M. H. Gilbert; treasurer, O. W. Lowell; captain, J. H. Cole, first lieutenant, J. Silva; second lieutenant, O. H. Lowell; color bearer and guide, H. Duddleston, Jr.; club committee, W. E. Sawyer, M. H. Gilbert, J. H. Cole, O. A. Parker and W. P. Youngman.

THE Yonkers Bicycle Club, of Yonkers, N. Y., gave lately, a concert, which was attended by a large audience, made up of the best people of that city, who heartily enjoyed the entertainment, and pronounced it a social success. Quartettes and solos, by the Dudley Buck Quartette Club, and instrumental music were features of the evening.

AT a meeting of the South End Wheelmen, of Philadelphia, Penn., the following officers were elected for the ensuing term: President, Samuel Jackson, Jr.; vice-president, Low. J.

Kolb; secretary-treasurer, J. R. Lincoln Edwards; captain, Harry McArdle; first lieutenant, Low. J. Kolb; second lieutenant and standard bearer, Harry Connor; bugler, W. W. Roberts. The president and secretary-treasurer being re-elected.

THE Northampton (Mass.) Wheel Club will hold its third annual hop, 4 March, at the city hall.

THE New Haven Club held its annual meeting and election, 4 January. The officers elected for the year are: President, William M. Frisbie; secretary, Henry W. Redfield; treasurer, W. H. Hale; captain, W. H. Hale; first lieutenant, C. E. Larom; second lieutenant, C. S. Shepard; club committee, J. H. Whiting and J. C. Thompson. The club is on the advance constantly, and now boasts of a membership of forty-eight.

THE frost has seriously interfered with work on the Pennsylvania club house. The indefatigable chairman Worrall is bound to push things for all he is worth, frost or no frost.

THE Somerville Club, through Capt. Sanger, report having called twenty-one runs with an average of thirty-seven miles to the run. Six members have a total mileage of 16,412 miles.

E. W. POPE, Charles Richards Dodge, A. D. Peck, Jr., D. W. Colbath, and W. B. Salkeld are the committee in charge to nominate a ticket for officers of the Massachusetts Club next year. If the club know what is good for them, and we know they decidedly do, they will see that Capt. Peck is re-elected.

THE Manchester (N.H.) Bicycle Club is in a very prosperous condition, having moved into new and commodious rooms in the Opera House Block, with a large force of regular and associate members, and the following corps of officers: F. O. Moulton, president; Chas. H. Fish, secretary; C. E. Temple, treasurer; H. M. Bennett, captain; John E. Newton and D. E. Price, lieutenants; W. J. Price, bugler; C. D. Palmer, color bearer; F. O. Moulton, Chas. H. Fish, H. M. Bennett, Elmer R. Laing, C. F. Sawtelle, club committee.

THE following officers were elected at the meeting of the Lynn Cycle Club, 7 Jan., 1887: T. A. Carroll, president; J. H. Young, vice-president; F. S. Hitchcock, secretary; Wm. Wheeler, financial secretary; F. L. Lindsay, treasurer; Fred Barnett, captain; T. F. Tully, first lieutenant; Eben Young, second lieutenant; W. G. Foster, Chas. Ingalls, club committee; F. L. Tupper, J. F. Lang, color bearers; H. McBrien, bugler. Wm. Woodside was elected an honorary member.

LAST week (Thursday) the Massachusetts Club gave an athletic entertainment. The programme consisted of heavy dumb-bell lifting by Messrs. Williams, Farrell and Barr, Mr. Barr putting up from the shoulder five times a 100-pound dumb-bell. There were several set-tos by

Messrs. Bangs and Osgood, Curtis and O. Bangs, Tine and Gibbs, and Ethier and Shockley. Corporal McCracken was to give a broadsword contest, but, unfortunately, he was injured on the arm in his last contest, and could only give single stick fencing, between himself and Sergeant Diamond. It was an exceedingly good exhibition, and was hugely enjoyed by the packed audience. On the evening of 22 January the club will have a ladies' night. A committee having the annual dinner in charge was appointed to make necessary arrangements. The club has invited Mr. Stevens to accept their hospitalities at this time.

THE Columbia Bicycle Club again heard from. This time in the way of a musical, literary and athletic entertainment. As usual, the boys were well patronized, because the citizens of the town know, that when "C. Bi. C." appears at the head of a bill, it's sure to be a success, and they will get their money's worth, as it so proved with the above entertainment, which was first class and of a high order, the results of which have made the boys happy.

The past year has been one of prosperity with us, and it is with great pleasure we look back over it. With but one exception, everything we have undertaken, has proved a success financially.

The races given in October, though a success in themselves, were costly to the boys; the day set for them, Saturday 16 October, came, and with it one of the coldest, windiest, and most disagreeable days of the season. Nevertheless, the programme was carried out, and those who were brave enough to venture out, were well repaid. We hope for better luck next time.

We have lately placed a pool table in one of our club rooms, and the interest manifested by the boys in pool playing is something alarming, we trust it will last.

The club has a membership of forty, and new names are coming in at every meeting. It is with no small amount of pride, that the two or three charter members left with us, compare the present benefits and comforts they now enjoy, with six years ago, when they met and held a meeting in a 10 x 12 room, containing one chair and a bed.

We are not through yet, but intend to push right on, always aiming at something better. "What we do — do well," is our motto, and with that in view we are sure of success.

The annual election of officers took place Monday evening, and are as follows:

President. — O. W. Clifford.
Vice-President. — H. A. Hall.
Secretary. — W. A. Block.
Treasurer. — C. F. Kurtz.
Captain. — Fred I. Goilon.
First Lieutenant. — Ray Randell.
Second Lieutenant. — Will Swift.
Bugler. — Geo. L. Shepardson.
Executive Committee. — John Plattner, and F. E. Bell.

Club News from the City of Churches.

ALTHOUGH the long period of snow has effectually put a check to all wheeling, the club men are by no means despondent, but have many plans in view to while away the season of inactivity.

The Kings County Wheelmen propose holding a pool tournament at their headquarters on the 18th inst., open to club members only, but at which all interested are cordially invited to be present. Hand-some cues are to be presented to the first and second best men, and a very enjoyable time is anticipated. Their Annex committee has been hard at work, and the much-talked-of new location will, it is hoped, be definitely settled during the coming month. They will probably secure new quarters in the vicinity of Bedford and Fulton avenues, and will move their headquarters to the new location, using their present rooms as an annex. They have received a challenge from the Long Island Wheelmen for a match at bowling, between teams from the two clubs. An early date will be set for the match, and much fun is looked forward to in the event. Perhaps the greatest piece of news from their vicinity, is that the great E. K. Austin, secretary-treasurer, etc., and the hottest kind of a champion for light wheels, has given up his 34-pound Light Roadster, and adopted a Star as his mount for the coming season, which, light as it is, of its kind, weighs forty-five pounds. Since the last New York and New Jersey Team Racing Association race, the K. C. W. has had the Star fever bad.

THE Brooklyn Bicycle Club have taken very kindly, we might say enthusiastically to tobogganning and skating, have organized clubs for the indulgence of each sport. They had a merry party at the slides on Saturday evening last, and propose getting up a rousing skating party on the coming Saturday. They wear the Club uniform on all occasions of this kind, and find it both comfortable and serviceable. That apostle of skulls, cross-bones and figures, their worthy Club surgeon, Prush by name, has compiled an elaborate table of statistics of the Club, for the year 1886. A *résumé* of the voluminous document, shows that on 31 Dec. they had a membership of sixty-five, classified as follows: Active, 55; associate, 5; Veteran, 3; and honorary, 2. The maximum duration of membership was 7 years, 7 months; the minimum 1 month. The total period of membership was 109 years, 8 months; and the average duration 1 year, 10 months.

In age, the maximum was 34 years, the minimum, 18; the sum total of all the ages, 1,469 years, and the average 22½ years.

In height, the maximum was 6 ft. 3 in., the minimum 5 ft. 4 in.; the sum total of all heights was 365 ft. 4 in.; and the average 5 ft., 8 in.

As to weight, their heaviest man weighed 195 lbs., their lightest 122 lbs., their total weight was 9,244 lbs., and their average weight 142 lbs. In all of the above, 65 men reported.

Their mileage in 1886, with but 45 men reporting was, maximum 8,086; minimum, 100. Total mileage of all reporting 55,743 miles.

The number of wheels reported was 54, classified as follows: Expert, 24; Victor, 12; American Club, 5; Rudge L. R., 3; Columbia L. R., 2; British Challenge, 1; Yale, 1; Apollo, 1; Pilot, 1; Spalding, 1; Unknown makes, 3. The largest wheel was 60 in., and the smallest, 48 in., the average being 53 inches.

The largest individual records were, A. B. Barkman, 8,086; F. B. Hawkins, 4,751; Elmer Skinner, 4,000; Dr. Brush and E. Williams, each 3,000; L. W. Slocum, 2,556; A. S. Haviland, 2,500; Martin R. Winchell and J. R. Nafis, each 2,000; F. B. Jones, 1,800; and B. J. Kellum and C. E. D. Todd, each 1,500. Besides these, Messrs. Bancroft, Meeteer, Adams, Wheeler, Cole, Spelman, and Wheeler, each scored 1,000 miles or over.

The boys have well earned their title of being "toughs," and are proud of it, and while none of them aspire to racing, I think the majority will hold their own with most riders, when it comes to a matter of distance. Messrs. Barkman and Hawkins have each made over 200 miles in 24 hours on Long Island roads, and have also done a number of centuries. The other members of the club who have made centuries during the past year are Slocum, Meeteer, Adams, Wheeler Skinner, Todd, Williams, and Jones.

They are to have an entertainment at the club house on the evening of the 19th, at which the Club medals won during the past year will be presented.

The boys intend outdoing themselves during the coming year, and some long tours are already being planned. The question of mounts is also being considered, and many are contemplating a change. A few incline to the Star, but the majority seem to be impressed with the excellent record the Victor has made in the club during the past season. President Barkman covered 7,654 miles of his score on a Victor since April last, and as he is reckoned a pretty hard rider, and the wheel has come out without a break or flaw of any description, the boys are inclined to believe that it is about as good as the general run of mounts. If Barkman retains his mount for the coming year, and I think he will, his example will no doubt be followed by many others.

A Few Trade Items.

AN important change has been made in the firm of Gormully & Jeffery. This manufacturing firm will continue to do business under the name of Gormully & Jeffery Manufacturing Co., and is constituted as per announcement in another column.

S. T. CLARK & Co., of Baltimore, have succeeded in securing the agency for the Quadrant tricycles and safety for the United States. The interests of the Quadrant people have fallen into good

hands, and we mutually congratulate the principals in interest.

AMONG the many letters that Messrs. Stoddard, Lovering & Co. received in their mail last week, were three that were curiosities. In one a man wishes to exchange forty acres of land for a Rudge Humber Tandem; in another a man has two hundred pounds of gunpowder which he will exchange for a bicycle, and another wishes to dispose of two hundred pair of roller skates for any kind of a Rudge.

THE Pope Manufacturing Co., are not yet ready to tell us all they know about their new bicycle and tandem. In the sharp competition that will characterize the market this year, this pioneer firm are perfectly awake to the fact that they must not relax one iota in its usual enterprise, and are acting accordingly. We hope at an early date to give a description of this firm's products.

W. W. STALL writes us from New York: "I am now en-route to the Factory to complete arrangements for the 1887 wheel which will be a daisy. I shall give you a complete description of the coming 'Star' as soon as one or two minor points in regard to detail of machine are settled." We shall give to all "Star advocates" the information promised as soon as W. W. will favor us.

"DURING the past week the writer has meandered over metal-bound roads upon one of Messrs. Rudge and Co.'s light roadster "safeties." Without the slightest doubt this machine, with the "bicyclette," is one of the best forms of cycles extant for winter and heavy travelling. We don't say this because we are asked to do so, but because a practical and severe test has demonstrated it to be a fact." — *Times*.

THE Overman Wheel Co. desires to state that announcement in regard to novelties for the coming season, in the shape of their new Safety and Tricycles, will soon be forthcoming.

THE Coventry Machinist Co. will pin their faith to a new Safety called the "Swift." It is of the present popular type, "Rover," and that it will be a peer to the best in the market is a foregone conclusion, as this firm turn out nothing but first-class work.

THE Springfield Bicycle Club minstrel troupe are shortly to give an entertainment for the benefit of the Woman's Christian Association. A good many new features will be introduced. The dates, probably there will be two entertainments, have not yet been announced.

WHO has not heard of "Murray"? Very badly informed must be the cyclist who has not. Murray, as a cycling "institution," is as well known among old-timers as the name of Pope or Cunningham. Is a "word to the wise" sufficient? If so, we speak it, and say to those who have wheels laid aside for repairs and

"fixing" go to Mr. Murray at No. 100 Sudbury street, and get your machine in order, to ride or sell the coming season.

IN a week or so the home office of the Pope Manufacturing Company will move into its new building, at the corner of Franklin and Arch streets, Boston. The entire second floor will be devoted to the offices of the President, Treasurer, Law Department, Superintendent, Corresponding Clerk, Superintendent of Agencies, Advertising Department, Book-Keeping Department, Mail Department, and Stenographers. The sales department will occupy the next floor, and the floor above will be utilized for a machine shop, storage, etc. Altogether the new offices will not be surpassed by any in Boston for elegance and convenience.

Change of Firm.

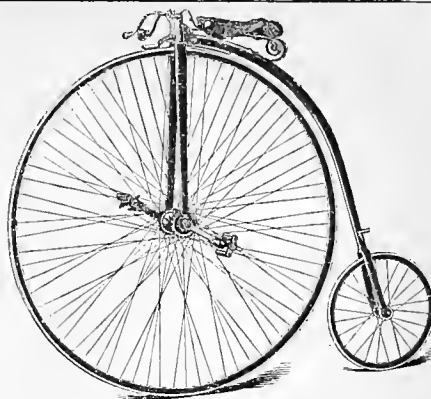
Editor Bicycling World:—This is to inform you that a corporation called the Gormully & Jeffery Manufacturing Company has this day purchased the entire plant of the copartnership of Gormully & Jeffery, and will continue their business without interruption. It has also assumed all the liabilities of the aforesaid Gormully & Jeffery, and succeeded to all their assets in the business. The officers of the corporation are as follows, viz: President and treasurer, R. Phillip Gormully; vice-president, Michael J. Haghton; secretary and manager, Thomas B. Jeffery.

Very respectfully,
GORMULLY & JEFFERY
MANUFACTURING COMPANY.
R. PHILIP GORMULLY,
President.

The Newton's Monthly Dinner.

At the invitation of a number of the Boston members, the Newton Bicycle Club held its monthly dinner at the Quincy House, Tuesday, 11 January. No business of importance came up at the meeting, and at 9 P. M., to the number of twenty-eight, the club wended its way to the dining room. Here good humor and feeling prevailed, the dinner breaking up at 11 P. M. A special feature of the dinner was the menu, contributed by Mr. Chas. E. French, one of the club members, which was very artistic in design. Extempore speeches were made by various members, and a humorous poem was read by the treasurer, Mr. H. L. Wilson, which brought forth roars of laughter, as it touched upon the eccentricities of several well-known club members. The monthly dinner of the club is one of its special features, and to other clubs of similar character, we should say, "Go thou and do likewise."

MATTER from B. B. Ayers, on arrangements made for the St. Louis meet, came after our paper was made up. We are sorry it will have to go over.



Messrs. S. T. Clark & Co., Baltimore, Maryland.

THE NEW RAPID ROADSTER.

THIS splendid machine was first introduced in England in 1884, and at once took a leading place amongst the many elegant light bicycles produced in that country of light wheels. During 1885 it grew rapidly in favor, and its popularity attracted the attention of Messrs. S. T. Clark & Co., who imported a number for testing over American roads. So satisfactory were these tests that the senior member of that firm visited England and secured the sole agency for the United States, and placed with the makers, the St. Georges Engineering Company, of Birmingham, a large order for 1886 delivery. The machines sent to America differ in several respects from those made for the English market, in that, whilst the machines for the home trade are built lighter, have fixed cranks, narrower tires and rims, fixed handle bar, smaller backbones and forks, and less rake, those for America are built to the following specifications, and are, therefore, much stronger and stiffer, and in these and other respects, better adapted for use on rough roads, by hard riders. The New Rapid, though scaling but fifty pounds for 50-inch, is in the broadest sense a full roadster, capable of carrying any weight rider over any character of road, and as such, it met with unbounded success during 1886, and promises to be an even greater favorite during 1887. Its chief claim is, of course, the "true tangent" wheel, and in this it is the pioneer, being the first to use that incomparable mode of wheel building.

As the majority of laced wheels are designated "Tangent," Messrs. Clark desire to explain the advantages of the "True Tangent" wheel, over the "Tangent Wheels" of other makes. The idea of a wheel with tangential spokes was conceived with the object of preventing transverse strain on the spokes and securing a perfectly rigid wheel. To accomplish this, each spoke must be at right angles to a line drawn across the centre of the wheel from its point of contact with the flanges of the hub, to the rim. The strain on the spokes is then entirely tensile and equal on each spoke. It is stated by the makers that the "New Rapid" wheel is the only one constructed on this principle, making it the strongest and most rigid wheel extant. This must be obvious when it is known that each spoke has been tested to bear a tensile strain of 1,200 pounds; consequently, it would take considerably over 40,000 pounds pressure to move the cranks without the rim answering. The great advantage of this, in addition to the strength of the wheel, is, that there is no power wasted—every ounce of pressure telling effectively on the progress of the wheel. To quote their catalogue, "It is this feature that makes the 'New Rapid' roadster the best hill-climber extant, and the Racer the best spurring wheel on the path. Besides this, with tensile strain alone, the liability of spokes breaking is entirely obviated; and it is utterly impossible to buckle one of these wheels, owing to the fact that each spoke is headed at the hub and crosses seven others in its passage to the rim, thus making the wheel practically solid."

The New Rapid gave such great satisfaction during 1886, that it was thought quite unnecessary to change or improve it, except in slight matters of detail, but to give readers an idea of these changes, in naming its specification for 1887, note last year's specifications as we proceed.

SPECIFICATION.

RIMS. Warwick's new section patent hollow, braised on the inside and with thickened bottoms. (The ordinary Warwick rim used in 1886.)

TIRES. Seven-eighth to driver, three-quarter to trailer, endless moulded round black rubber, so pure that it will float in water.

HUBS. Steel, with 11-16 axle.

SPOKES. 72-inch and 22-inch of special steel, 14 B. W. G., each spoke tested to 1,200 pounds tensile

strain. Each spoke is headed at the hub, and running at a "true tangent" from the hub flange screws into a neat pipe nipple held on the rim. By this device spokes may be adjusted, or broken spokes removed and new ones put in without disturbing the tire; the only tool required is an ordinary pocket wrench.

BEARINGS. Those to front wheel are identical in principle to the Kudge's single row, but are improved by making the outer cases of steel and fastening them to the fork end by a hinge joint. To the trailer is fitted "Bown's" latest improved ball hub, than which there is no better.

CRANKS. Weld steel, detachable, 4 1-2 to 5 1-2 inch throw on all wheels under 32-inch, 5 to 6-inch throw on all wheels, 32-inch and above.

PEDALS. Bown's improved light ball pedals with square rubbers (*corrugated round* used last year.)

HEAD AND STEERING. Palmer's patent ball head. This ball head, unlike many others, is capable of minute and easy adjustment for uneven wear. (*Last year the ball head was not used.*)

HANDLE-BAR. One piece hollow, tapering toward the ends, cow-horn shape, tipped with large pear shaped or T vulcanite handles. This bar is detachable in a few seconds without removing either handle and guaranteed never to work loose. The device is known as "Palmer's patent detachable handle bar."

BRAKE. The cyclist double lever, with short fulcrum and long arm and spoon.

FRONT FORKS. These are of special section 1 7-8 inches in diameter, at widest part, with rounded edges, weldless steel tube, and are proclaimed the stiffest in use.

REAR FORKS. Semi-hollow, thickest where the greatest strain comes, and warranted against breaking or splitting.

BACKBONE. This is also of best weldless steel tube, circular section, and thick gauge, 1 1-2-inch in diameter.

SPRING. Humber coil, made of finely tempered steel; very elastic.

SADDLE. Lamplugh & Brown's Eclipse adjustable long distance.

N. B. Clark's combination spring and saddle, or Lillibridge ditto substituted if desired.

TOOL BAG. Handy, made by Lamplugh & Brown, containing patent oiler and hardened steel spanner to fit all nuts. Only three sizes of nuts are used.

RAKE. 46 and 48 50 and 52 54, 56, and 58 wheels.

FINISH. A.—Head, handle-bar, brake complete, springs, cranks, pedals, bearings, hubs, and axles, spoke ends six inches from hub, and all nuts, nickel plated. Spokes, felloes, forks and backbone in plain black Harrington's enamel, highly polished. (*Last year Harrington's enamel was not used.*) B. Felloes and spokes enamelled, all other parts nickel plated.

WEIGHT. 50-inch all on ready to ride; forty pounds.

PRICE. 50-inch A \$135; B, \$145; \$2.50 extra for each additional two inches.

STOCK. 48, 50, 52, 54, 56, and 58, other sizes to order.

GUARANTEE. Every machine is guaranteed to be as represented; against faults of material and workmanship, and to be absolutely interchangeable.

The New Rapid Light Roadster.

S. T. CLARK & CO., BALTIMORE, MD.

This machine has been brought out in response to a popular demand for a lighter machine than the full roadster, embracing all the features and principles which have made that machine so famous. A number of sample machines (L. R.) were in active service all of 1886, for the purpose of testing them and the result has warranted the outlay for expensive tools to produce the above machine on the interchangeable plan. The general appearance of the machine is the same as the full roadster, except that it looks and is lighter. The decrease in weight is effected by building the machine lighter throughout, and not by taking the weight out of a few parts, thereby effecting the distribution of strain resistance. Whilst, of course, not as strong as the full roadster, it is amply strong for the purpose it was designed for, viz, for use on good roads by medium weight riders, or very light riders on give-and-take roads.

The most apparent differences in specification from the full roadster, are as follows:

RIMS. 13-16 widened out to receive 3-8 tire.

BEARINGS. Instead of the hinge joint, the bearing box is braised directly into the fork end. Into this box the hardened cones are screwed, forming a concave path for the balls.

CRANKS. Lighter and narrower.

FRONT FORKS. One and five-eighths inches in width in widest part.

BACKBONE. Round 1 3-8 inches diameter.

SADDLE. Clark's combination spring and saddle; Lillibridge substituted if preferred.

HANDLES. T shaped vulcanite.

TREAD. Narrower, without decreasing the width of hub.

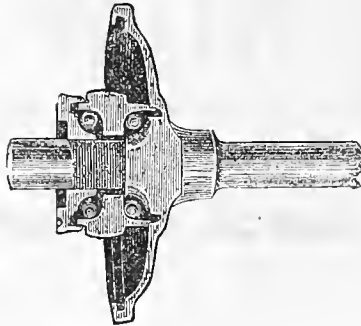
WEIGHT. 50-inch all on ready to ride thirty-six pounds.

FINISH. Accessories, stock, price, etc., same as full roadster.

Singer's "Apollo."

W. B. EVERETT & CO., BOSTON, MASS.

MESSRS. W. B. EVERETT & CO., announce that there will be very little change in the Apollo for this year. The ball bearing head and the double ball bearings to front wheel proved to be great successes last year.



And although the firm carried little or no stock over this season, they will import the machine practically the same the coming year. The rear wheel spokes will be arranged to cross more times, and one or two minor details will be altered, but the general lines of the machine they feel to be as nearly right as can be built. They will continue to use the Kirkpatrick Perfect Hygienic Saddle as a standard, but will furnish any other saddle to order.

SPECIFICATIONS.

BEARINGS (Front). Double ball, adjustable. (Single if preferred).

BEARINGS (Back). Ball, steel hub.

BACKBONE. Weldless steel tube, oval section.

STEERING. Stanley ball bearings.

FORK (Front). Weldless steel tube, elliptic section.

FORK (Back). Steel, half-hollow section.

HUBS. Steel.

FELLOES. Warwick, deep section, hollow.

SPOKES. Patent tangent.

TIRES. Grey seven-eighths inch to front, three-quarter inch to back wheel, highest possible quality.

CRANKS. Patent detachable.

SPRING. Slide, or perfect hygienic saddle and spring.

HANDLE-BAR. Hollow, detachable, cowhorn shape.

HANDLES. Horn, pear shaped (other shapes to order).

FINISH. Harrington's enamel.

PLATED PARTS. Head, handle-bar, brake, hubs, crank, and spring.

FITTINGS. Adjustable ball pedals, saddle, spanner, serewdriver, and oil can.

PRICE. 50-inch, \$140. (With an advance of \$1.25 per inch).

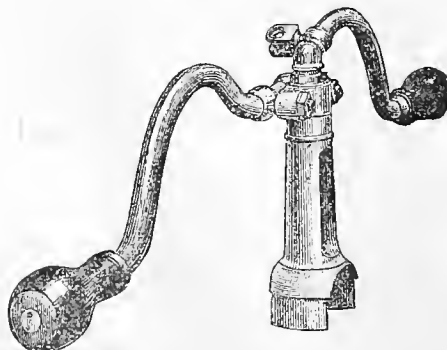
EXTRAS. Plated except rims and spokes, \$10. Kelley's ventilated spade handles, \$5.00.

DEDUCTION. If fitted with coned pedals, \$5.00 less.

Singer's "Challenge."

W. B. EVERETT & CO., BOSTON.

The Challenge will also remain unaltered since the detachable handle-bar was adopted last summer.



This machine now goes out with Kirkpatrick saddle, balls to both wheels, Harrington enamel finish with parts nickel-plated, and they claim it to be the best all-round wheel ever put on this market at the price, which is \$105, complete for 50 inch.

SPECIFICATIONS.

BEARINGS (Front). Adjustable ball.

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BACKBONE. Weldless steel, round.

STEERING. Long-coned centres.

FORK (Front). Hollow weldless steel, elliptic.

FORK (Back). Steel, half hollow section.

HUBS. Gun metal, plated steel spindle.

FELLOES. Steel U section.

SPOKES. Direct, thick ended.

TIRES. One inch to front, three-quarter inch to hind wheel, plain grey (or red).

CRANKS. Steel, patent detachable.

SPRING. Sliding.

HANDLE-BAR. Long, dropped, detachable.

HANDLES. Horn or ebonite, pear-shaped (other shapes to order).

FINISH. Harrington's enamel.

PLATED PARTS. Head, handle-bar, brake, spring, cranks, pedals, hubs and spokes.

FITTINGS. Coned rubber pedals, long-distance saddle, spanner, screwdriver and oil can.

PRICE. 50-inch, \$105. With an advance of \$2.50 per two inches.

EXTRAS. Ball pedals, \$5.00.

Literature.

SANFORD and Merton on wheels is the vehicle by which Messrs. McCandlish & Low of *Wheeling* edify their Christmas readers. Mr. Barlow, before starting on his travels with his young pupils thus delivers himself:

"My dear young pupils, we are about to depart upon an expedition in which we shall combine amusement with instruction. You, my dear Billy, will observe, notice, and reflect upon all you see and hear, with a view of becoming a professional cyclist; and you, my dear Percy, will do the same, with a view of becoming an amateur ditto, and riding for the benefit of certain makers. The precise difference that will exist between you I am not prepared at present to explain; indeed, I have my doubts as to whether it is explainable.—but no matter, we will gather information on this head during our travels. I trust and hope, my dear young pupils, that you will conduct yourselves with propriety and regularity whilst you are under my charge, and that you will always remember the respect due to my years and position, and regularly hand over all cash that may come into your hands, with a view to my taking care of it for you."

The narrative of how well they succeeded, the astounding adventures they had and the many illustrious cyclists they met, will be thoroughly enjoyed by the reader. The book is full of good humored satire and laughable quips. By all means get and read "Chestnuts," for by that name is the Christmas annual of *Wheeling* known.

THERE is one spot President Ducker has found where Hilliers do not disturb nor Beckwiths have autocratic power to remove. So the genial Henry E. dons his toque, his flannel suit, his moccasins, shoulders his little toboggan, mounts to the apex of the shoot, and shouts to the starter "let her slide, Smith."

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Acting Chief Consul,
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APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: J. H. Osborn, Saddle River, Bergen County, N. J.; Chas. S. Davol, Warren, Bristol County, R. I.; W. T. Williams, Norwich, Conn.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

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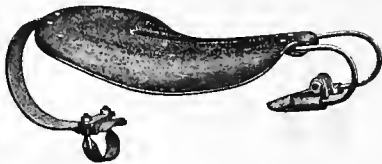
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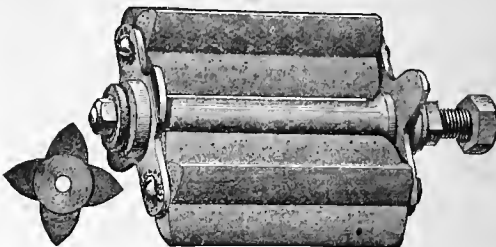
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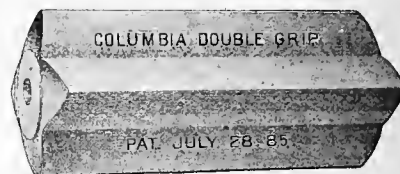
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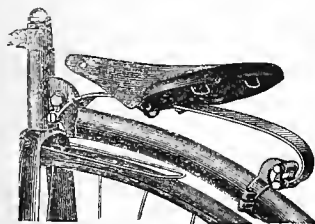
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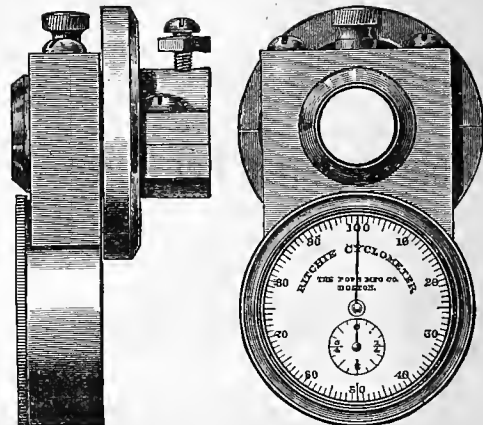
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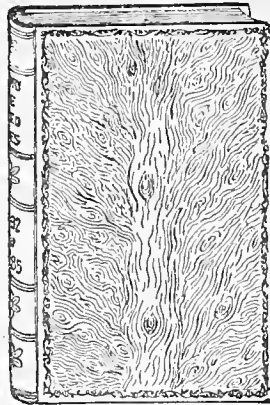
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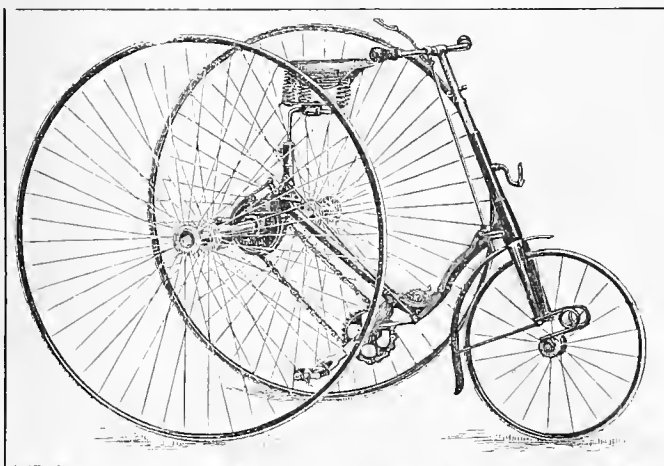
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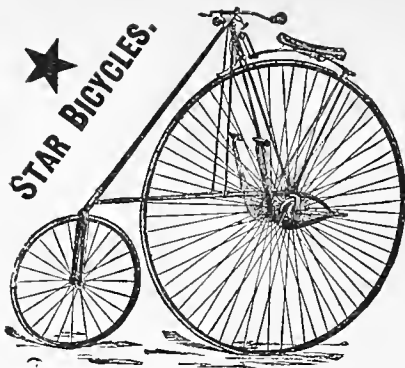
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 21 JANUARY, 1887.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

IT becomes our duty to announce to our readers that the vacancy in the office of Secretary-Editor of the League has been

filled. By a vote of 85 to 51, Mr. Abbott Bassett, of this city, was elected over Mr. Wells. Mr. Bassett is not unknown to the readers of this paper, as for some time he filled the post of editor. He retired nearly a year ago and started a paper of his own, but scarcely had he left his desk here and taken up the editorial pen in his own office than he became a candidate for the position he now holds. For weeks he has been putting in quiet but effective work to secure Mr. Aaron's place. The resignation of the latter made the consummation of his desires possible. We now hail him as the Secretary of the League and the editor of the *Bulletin*, and retain the deference due to his office. The selection has been made, and we shall, as heretofore, act as fairly and independently in League matters as has been our policy in the past. As with Mr. Aaron, so with Mr. Bassett, we shall hold up his official hands in all he may do that tends to the welfare of the League.

IN the past, Mr. Bassett, in these columns as well as in the pages of his own paper, has made suggestions to the former incumbent as to the methods of conducting the official organ. We confess to a degree of curiosity to see if the rules laid down by *Editor Bassett* will be carried out by *Secretary-Editor Bassett*. We understand that it will be the aim of Mr. Bassett and the executive to make the official organ self-sustaining, instead of the expensive luxury it has been.

CHARLES S. HOWARD states that "the Massachusetts and New York divisions have offered to loan the Executive Committee any sum that they may need to help settle the account." This cannot be so. We are in a position, so far as Massachusetts is concerned, to state authoritatively that no meeting of the division or its officers has been held, and hence no official pledge can have been made.

WE hear the *Cycle* has been sold to Mr. H. E. Ducker, but whether it will appear as a weekly, or be incorporated with the *Wheelman's Gazette*, we, up to the time of going to press, do not know.

A TELEGRAM from Philadelphia states that Mr. Bassett had taken possession of the Secretary's office without any trouble. We are pleased to hear that the rumors

to the contrary have proved to be incorrect.

WE have had occasion once before to state that we believed the truth, and the editor of the *Cycle* were occasionally at loggerheads. We regret to have again to call attention to the deliberate falsity of statement made by the same party, in his issue of 24 December, in which he says, "The proprietor of a contemporary is suing Gormully and Jeffery." Our respect for the decencies of journalism forbid us from using appropriate and strong enough language expressing our contempt at this deliberate and malicious attempt to do us an injury by printing the above cold-blooded falsehood.

BELOW will be found an index to our trade articles describing machines. By this method, ready reference can be had to any machine that we have described, any correction in the description or any change made that we may note. We shall try and make this feature of special value to buyers manufacturers, and dealers.

Machine.	Date of Issue.	Page
Rapid Roadster.	Jan. 14.	175
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MR. SHIPTON, C. T. C. secretary, rolls up his eyes in holy horror because gag law has not prevailed in the past management of the *Bulletin*, and he protests, with the *Cycle*, that that paper should not be "prostituted to the purposes of a little faction in England," etc., etc.

THIS sounds well from an editor who had to acknowledge in court that he inserted libellous matter over the signature of Mr. J. Pennell without his consent or knowledge!

IF this shocked individual wishes to have coals of fire heaped on his head let him turn to the L. A. W. *Bulletin* of 27 December, and see how our Mr. Aaron treated the subject of the C. T. C., not only editorially, but by giving a page of space for Mr. Weston's urgent and manly appeal to L. A. W. members to become members of the C. T. C.

The L. A. W. Officers' Meet in New York.

NEVER, in the history of the L. A. W., has there been such an exciting meeting as that just past; the principal bone of contention being the election of Secretary-Editor in place of Mr. Aaron, resigned. The electioneering, sparring, and delay of the Committee on Credentials took up all the time. The Committee on Credentials took just six hours to perform their duties, and so it was five o'clock before they returned to make a report. Fifteen proxies offered by Mr. Aaron were thrown out for informalities in execution. Much more time was spent arguing on the question; but the board sustained the committee. The report of the Executive Committee and the expert accountant showed that the accounts of the Secretary-Editor were correct, and that the *Bulletin* had been run at a heavy loss to the League. The meeting adjourned at 8.15, convened at 9; but it was 10.10 before the important election was allowed to go on. The result of the ballot was:

For Abbott Bassett - 85 votes.

For John A. Wells - 51 "

And so ended one of the stiffest fights the League ever saw.

MEMO.

Ducker turned up to look after his interests on Tuesday.

Wells presented a bill for \$1000 for printing, etc. It was promptly paid.

The friends of Mr. Bassett raised the roof by their vocal demonstrations of joy.

Some weeks may elapse before the *Bulletin* is domiciled in Boston.

Mr. Bassett, in the mean time, will make his headquarters in the City of Brotherly Love.

Second Day.

THE second days' meeting was if possible more stormy than the first, only it was blowing all one way, that is wrath and indignation at Mr. Aaron and Mr. Wells' actions, they both having left for Philadelphia, and taken all the records and reports with them. It was believed they had left with the avowed intention of blocking the wheels of the new administration as far as they could. He and Mr. Wells had taken the reports of the secretary and the committee, so that the workings of the board were greatly interfered with. A unanimous vote of censure was passed on Mr. Aaron, the former friends of this gentlemen voting for censure, and speaking against his conduct. A vote of confidence was passed in the Executive Committee's methods, and they were authorized to take any steps necessary to obtain the effects of the secretary's office. Mr. Aaron claiming that the office in Philadelphia and the P. O. box were hired in his name, and that he proposed to hold possession. It was voted that the true inwardness of the working of the secretary's office be given to the public, and some startling facts are promised. The

publication of the next issue of the *Bulletin* will be restrained, if possible, until the Executive Committee see what is to appear in that issue. The deficit caused by the *Bulletin* is now reported as being \$5,000. Voted the A. C. U. will not receive any recognition at the hands of the L. A. W.

Voted, to accept the invitation of St. Louis to hold the next meet there, 20 and 21 May next.

Voted, to issue a hand-book, to cost members ten cents.

Voted, to instruct the Executive Committee to take such action as deemed advisable protesting against the C. T. C. using the emblem of the L. A. W.

Mr. Ducker was called to account, and a committee, composed of chief consuls of Massachusetts, Connecticut, and New York, appointed to see Mr. Ducker, and get explanation why certain articles appeared in the *Wheelman's Gazette* reflecting on President Beckwith.

Programme of St. Louis Meet.

A MEETING to arrange matters pertaining to coming annual meet of the L. A. W. in St. Louis, was held at the Lindell Hotel, St. Louis, last week. Meeting called to order with Chief Consul Rogers in the chair, and W. M. Brewster, secretary. It was agreed that the meeting should take two days, Friday and Saturday, 20 and 21 May, 1887.

The following plan of management was adopted. Entire affair under direction of a manager, with subordinate committees on entertainment, reception, parade, racing, finance, transportation, etc. Mr. Rogers was elected manager. Chairmen of committees would be appointed later on, they in turn to appoint their own associates on respective committees.

The programme of the meet was adopted as follows:

FIRST DAY, Friday 20 May.

9.00 A. M. Board of officers meeting.

11.00 A. M. General business meeting.

4.00 P. M. Leave on steamer down the Mississippi river to Montesano, at which resort take supper. After supper, re-embark for trip further down the river. Steamer is provided with a large ballroom, and night will be spent on board. Grand League ball. Return to St. Louis before morning.

SECOND DAY, 21 Saturday. Form for parade at 10.30 A. M. Wheel to Forest Park, and other resorts. Dinner. After dinner continue to race park, and attend League races. After this, wheel to famous characteristic St. Louis resorts, and return to city. Banquet at 7.00 P. M. Leave St. Louis at 12.00 night, on special steamer, for up the Mississippi river. Arrive Clarks-ville, Mo. in morning. Leave at 10.30 for tour of twenty miles over the famous Clarks-ville belt turnpikes, returning by steamer to St. Louis in evening, or by rail if desired, or stop over to see the big road race.

THIRD DAY. Road race over this stretch of country, finishing the day with a big dinner aboard steamer on return to St. Louis. B. B. AYERS.

Ohio L. A. W. Division.

THE official board of the Ohio L. A. W. Division, held their meeting at Mansfield, Ohio, last week. The Richland Ramblers laid themselves out to entertain their honored guests, and succeeded right royally. A spread was given the visitors at Geddes' restaurant, and all went as merry as a marriage bell. Speeches were indulged in. Dr. C. H. Griffin, of Ravenna, was received with applause and uproarious laughter. After giving the history of badge, the brilliant talker spoke of the uniform, concluding with the following effusion by Tennyson sent by cable.

Fading, still fading, my L— S— is fading
To a strawberry-blondish-brick-brindled hue;
Gone is its fresh-blooming, gingerbread shading,
Filched by the sun like the summering's dew.

My nine dollar breeches and six dollar blouse,
So gracefully fitting my classical form,
When first I received them from B. and K.'s house,
Took the hearts of the girls who saw them, by storm,

But the hot sun of summer on them did fall;
Their shade is uncertain, like boarding-house hash.
But, ah! I have't—on "My Uncle" I'll call,
And turn my League uniform into hard cash.

After lots of fun, the board adjourned to the Ramblers' clubrooms and transacted some routine business. The state meet will be held here in June. DIAN.

SECOND DAY.

WE are on the eve of a crisis in the history of the National Cyclists' Union. I am in a position to give you first intelligence, ere the fact appears in the English papers, that the Anfield Bicycle Club, the premier road-riding club of the kingdom, which bore the brunt of the battle between the N. C. U. and the Amateur Athletic Association, has declared against the racing programme of the former body, and demands the rescinding of the promoter suspensions, and a thorough-going reform in the direction of the encouragement of pure sport, rather than of pure amateurism. In fact, the *Wheeling* programme—Mr. Lawrence Fletcher, the Anfield honorable secretary, who is about the most influential of Liverpool wheelmen, has come to an understanding with McCandlish, as representing the Abolitionist party, the result of which will be that the motion for getting rid of the definition altogether will be postponed, and the energies of a powerful coalition will be devoted to the reinstatement of the champions, R. H. English, J. E. Fenlon, E. Hale, and the other men suspended for promateurism. The Liverpool Centre of the N. C. U. consists of 1275 members, and the Anfield command a majority among the Centre's delegates, in addition to which the other clubs are pretty sure to follow the Anfield.

THE RUDGE FOR 1887.

TO THE READER:

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and, although the *Rudge* machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the *Rudge* machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

RUDGE LIGHT ROADSTER.

We are not quite prepared at present to lay before you the detailed specifications of the *Rudge Light Roadster* for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

RUDGE ROADSTER.

We have entirely remodelled the American *Rudge* and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word *American*, and re-named it the *Rudge Roadster*.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

RUDGE BICYCLETTE.

We shall also place upon the market the *RUDGE BICYCLETTE*, the original safety bicycle of the *Rover* type. This was patented by *Rudge & Co.* in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the *BICYCLETTE* possesses, in point of safety, comfort and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

CRESCENT TRICYCLE.

Owing to the enormous demand in England last year for the *RUDGE CRESCENT TRICYCLE*, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed and ease of running.

We shall carry it in two weights, one for gentlemen, and one for ladies, and our new pattern contains many valuable points of special interest.

RUDGE HUMBER TANDEM.

This popular *Tandem* is so well known, that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

RUDGE CRESCENT TANDEM.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the *RUDGE CRESCENT*, feeling sure it will meet the demands of the riders.

It is of the *Cripper* form, with patent automatic bicycle-steering, and contains all the valued features of *Rudge & Co.*'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England, before we introduced them upon the American market, and the prestige which they have in England, combined with *Rudge & Co.*'s experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present, we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

AGENCY.

We have had numberless applications for the agency of the *Rudge Bicycles and Tricycles* from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

IT WOULD SEEM TO BE FATE!

IT IS, HOWEVER, A FACT,

That the Riders of

THE AMERICAN CHAMPIONS

Have made the Most Phenomenal Long-Distance and Road Times
of the season.

HERE IS ANOTHER MARVELLOUS RECORD BY *J. S. PRINCE*, AT OMAHA, ON A
CAREFULLY SURVEYED INDOOR AND 10-LAP TRACK³
IN FORTY-EIGHT HOURS:

767 and $\frac{9}{10}$ Miles!

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. bearings."

Then there's the 10 miles in 29 m. $1\frac{3}{4}$ sec.

" 20 " " 59 " $35\frac{4}{5}$ "

" 50 " " 2 hrs. 55 m. $46\frac{1}{2}$ sec.

" 100 " " 6 " $1\frac{1}{2}$ "

All of them world records, made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring and then expect the work to be promptly done. Send your mount to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY MANUFACTURING CO.

WHEN *Wheeling* first declared on the side of the "suspends," and pointed out editorially, and by the pen of Mr. I. R. Hogg, that legislation of the kind could never succeed, the abolition of the definition was preached as the best remedy for the trouble, and as such would probably have been persevered with to the bitter end, as fifty votes were assured in its favor; but the announcement of the £150 loss on the championships, and consequent semi-paralysis of the N. C. U. exchequer, have served to convince the Abolitionists that the risk to the integrity of the Union contained in the immediate pressure of the motion, is such as to scarcely justify them in venturing upon it. In addition, the very strong feeling in the provinces in favor of reform in the racing manners of the N. C. U. seems to hold out good hopes of a return to the statue quo ante suspensions.

WHAT the probable result will be, it is scarcely possible yet to say. The official ring in London is likely to make the question a vital one as regards their service to the Union in 1887. On the other hand, many great provincial clubs will not remain in the ranks of the Union under the same regime as that of last year. You will shortly be in a position to judge whether or no the information I have given you as to the feeling in England upon the amateur question, and the suspensions is correct or no. It is always possible that a London majority may throw out, the Anfield motion, in which case the name of the Amateur Athletic Association will again be heard in the land.

THE reduction in prize value to five guineas, has had the effect its proposer probably anticipated. The "pure" amateurs who could not compete against the "poor" amateurs who had to get their expenses from makers, are fearfully incensed at being unable to race for their laurel wreath in the shape of ten guinea cups, and the noisiest of the lot is my good friend Lucy Hillier who is blithering about "over-legislation" and the like with all the ardor of a confirmed pot hunter. The fact that McCandlish carried the motion by a thundering majority is perhaps not entirely disconnected with the annoyance of Mr. Hillier who is now, I also notice, proposing in *Land and Water*, whose cycling notes it is understood that he writes, the formation of a "promateur" class. It is unlikely that any of the suspends will race under N. C. U. rules, unless they are reinstated; and I fear that, like "Japhet in search of a Father," the pure amateur gentlemen are in search of a policy, and don't know exactly where to look for it.

HARRY ETHERINGTON and Percy Low are standing for the N. C. U. Executive this year, and if they are successful in obtaining seats, they will be pretty certain to infuse a much-needed, common-

sense business element into the councils of that body.

IT is gratifying to see in the early days of the new year — I write on the first, by the way — the peaceful attitude of the cycling papers. *Wheeling* benignly blesses "Cycledom," the *Cyclist* Xmas number, and asks its readers to subscribe to that journal's philanthropic enterprise of starting a Life-boat Fund. £650 is needed, and, if I know anything of the British wheelmen, is likely to remain "wanted" for many a day. The idea is excellent, and worthy of its ingenious conceiver, but, I fear me much, he is doomed to failure.

DICK HOWELL has just been presented with a handsome testimonial by Mr. Woodcock, proprietor of Rudge & Co. The gift was a tea service, and was in commemoration of the champion's marriage, which took place a year ago.

THE professionals and the track proprietors who cater for their wants, are up in arms at a proposed dip into professional racing on the part of the N. C. U., and Mr. Sturme, who is chiefly responsible, has received the very straightest of tips from the *Sporting Life* and the race promoters that he and his committee are not required by the pros.

THE BARD.

The Raven.

"WHEEL-LADY." What think you of that for a sample of word coinage? It is on a par with "sales-person" and "liquor-clerk," in my estimation. Why the female sex is so frightened by the noble term of "woman" in connection with anything they may do, is one of those things that surpass the understanding of man.

THE *Tricycling Journal* recommends to cyclists "Jaeger's wind stoppers, which consist of a sort of sleeve to keep the wind out of a cyclist's coat-sleeve. This is all very good to keep the wind out, but if Mr. Jaeger really wants to catch wheelmen he had better devote his ingenuity towards inventing something to keep the wind in a cyclist instead of out, present one to G. Lacy Hillier, and then depend upon racing men for his trade. If it is a success in Mr. Hillier's case, it cannot fail in any other.

KARL KRON's dedication of *X. M. Miles on a Bicycle* reads as follows: "To the memory of my bulldog (the very best dog whose presence ever blessed this planet), lovingly inscribed." Bulldogs are usually more often damned than blessed by cyclists, especially the kind that one would expect a man to become acquainted with, who had toured ten thousand miles on a bicycle. In parsing bulldogs my limited experience in canine

grammar has always ceased a long ways short of positive, good. I never got up to comparative, better, or superlative best. I always thought it was bad, worse, and worst when bulldog was the noun, with plenty of the superlative; but Karl says his dog was the best that blessed (wonder if he don't mean the other thing?) this planet, and if he is willing thus to vouch for the dog, I don't know but what the "purp" ought to have a monument of some kind to celebrate the dog's unheard-of position in canine history.

I AM going to issue a reference book under the title of "Every Man his own Candidate," to supply the present position as regards candidates for the L. A. W. presidency. Every man I meet and consult on the matter takes me one side, and lays before me the strong points of himself or his friend, and demonstrates to his own satisfaction that nothing will save cycling and the League but the election of either himself or his friend. My own opinion is that there are not over five men in the League competent to fill or eligible to the office of president; but the cry has gone forth throughout the land that the West must have the office, and while I cannot see a man in that locality that is prominent enough to be well known, whom I would vote for, yet, as long as the present feeling of continuous change in our officers exist, and that the bestowal of them shall be a geographical affair instead of purely one of merit and fitness for the position, I suppose we must expect all this. If the L. A. W. had a few less candidates and a few more workers in office and out, the difference in results would surpass the imagination of even its most sanguine supporters.

PITMAN was just in to see me, and from amid the praise of his new L. A. W. rug, I gathered an amusing account of how, in the elder day, Arthur Stedman and Harry Mann, two of Boston's pioneer wheelmen, used to travel round with a heavy stock whip, to protect themselves from the insults and abuses of roughs and gamins. It is by comparison with such a state of things as this that we thoroughly appreciate how much the cause of cycling has grown and prospered in the last few years.

THE K. C. W.'s inaugurate a pool tournament among their members on the 18th. Speaking of pool, it amuses me to see St. Louis parading the fact that one of its cycling clubs only charges two and one-half cents a cue to its members. That has always been the standard price here in all cycling clubs, and to us it seems a strange practice for any club not to put such things at a less price to its members than they can be got elsewhere at; for, if the co-operative principles on which the existence of a club is based do not secure for members increased com-

fort at decreased cost, what is the sense of any one joining such an organization.

In the *American Wheelman's* printed replies from leading racing men concerning the abolishment or retaining of the present amateur law, I see that the professionals, promateurs, etc., are in favor of the former, while the supporters of the latter are found in the opinions of those whose presence and racing we should encourage upon our tracks. The position of the above objectors to the amateur law is akin to that of the fox who, getting his tail shorn off, went to recommending the adoption of such a fashion by all his vulpine acquaintances.

I ALWAYS thought Coriolanus was a Roman general of hundreds of years ago till I took to cycling, and then, by reading the advertisements in the wheel papers, I found out he was a man who painted machines, and a bicyclist at that, who, when the job was completed, danced round on one foot, with a brush in one hand and a paint pot in the other, exclaiming, à la Jack Horner, "alone I did it!" This is only one of many instances which go to demonstrate what a great educator cycling is.

Do you know that "the latest" bicycle must be a very old thing, after all; for are not its "locks silvered" and its "head bald?"

BOTH track and road owe each cyclist a record, but the difficulty lies in the collecting of the debt.

THE mouth is mightier than the foot, from a Jno. Prince point of view, in cycle racing.

THE RAVEN.

Memphis Mems.

ONE of our boys has gone and done it, *i. e.*, given up his wheel and taken unto himself a wife. It seems that in this case, love and wheels didn't go together; this can be accounted for in this wise: Mr. B. L. Thornton lives in Memphis, Tennessee, and Miss Mamie Dobbs lived in Marietta, Ga., and the Judge could n't "whirl the merry wheel" and go to see Miss Mamie, so between the two he selected the latter. He has returned home with his bride and settled down to work. The club men congratulate him on securing a wife, but regret that the bike has lost all charms for him.

Good news comes from our sister city Nashville, they hope to add at least thirty new names to the league membership, and have moved into new and commodious quarters.

The Memphis Cycle Club is now comfortably quartered for the winter; they have a large room 20 x 40 feet in a good locality. In the room they have a pool table, chairs, tables, stove etc., and every

evening there is a number of them congregated, who spend a pleasant hour together. The members seem to have taken renewed interest. The topic of conversation and discussion is their mounts for next season. A number of them ride, despite the cold miserable weather that seems to have come to stay, something unusual, one of the club men having made his 200 miles last week.

Now, truly, this is a tempting program the St. Louis men formulate for our entertainment in May, and I anticipate a large attendance at the '87 meet, and I assure you, if working will do it, our old State of Tennessee will be well represented; and, again, I trust that the attendance from all sections of the country will be large, indeed the largest meet ever held by the League.

St. Louis is an entertainer from way back, and I fancy I can hear now, even so far in advance, the much-used expression: "What's the matter with St. Louis," and with one accord the hearty and unanimous expression "She's all right!"

What's that you said, "give us something new," well I will next time.

SOUTHERNER.

The Montreal Trapper and Snowshoe Club.

ALL the toboggan clubs of Boston have joined forces to receive and entertain the above named club, which will visit our city 1 Feb., to the number of four hundred. The Boston and Massachusetts Bicycle Clubs have been asked to join in the effort to entertain the visitors. The Massachusetts have appointed Capt. Peck and Mr. Farrington as delegates to confer, and the Bostons, E. C. Hodges and Dr. W. G. Kendall; the latter club have also appointed the following members as reception committee: R. J. Tombs, C. P. Donahoe, C. W. Reed, J. S. Dean, J. R. Chadwick, E. G. Whitney, Dr. H. H. Gage, and W. B. Keith. The Montreal party, who will be in full snowshoe toggery, will be accompanied by the Mayor of that city and other notables, also a band consisting of seventy-five pieces. On behalf of our city, the Mayor will receive the distinguished party. The exercises will consist of a parade through the streets, and games and races at the Boston Base-Ball grounds. In our next we hope to give more particulars.

THE "Morgan Combination" will give an entertainment at the Columbia Rink to-morrow night. The exhibition will consist of bicycle races and other athletic sports. Friedburg and his Russian protegee, Mlle. Zinkoff will give a good trick exhibition. Woodside and Morgan will give some fast riding and prominent professionals and amateurs will help. Other general athletics will fill in and give a good bill. By all means give our departing team a good send off and be on hand.



W. M. Woodside, Professional Champion of America.

JUST at this particular time, the above portrait and the following sketch will be of interest to our readers. Mr. Woodside is soon to depart for England, under the management of W. J. Morgan, and will meet R. Howell for the honor of the United States and the championship of the world. After a series of races with Howell, Wood, and any other of the English cracks, Mr. Woodside will go over on to the continent, and will there make matches with the French, German, and Belgian professionals. The advent of Mr. Woodside in England is looked for in the tight little isle with a great deal of interest, as his defeat of Wood on many occasions last season, at Springfield and Lynn, has put up the Woodside stock considerably in the chances of his beating Howell. The party, consisting of W. M. Woodside, R. Friedberg, and W. J. Morgan, will sail about the first week in February, and thus give ample time for the men to train and get acclimated.

Mr. Woodside was born in Philadelphia, Pa., 30 Oct., 1860. He commenced to ride the bicycle in 1873, and at once showed evidence of speed. In 1880 he became a prominent figure in the amateur ranks. It is Mr. Woodside's proud boast that, during his career as an amateur, he always paid his expenses, and paid for every wheel he rode or owned. This certainly is a record that the "latest in amateurs" would do well to ponder on. Another boast of Mr. Woodside's is, that he still owns all the prizes he won as an amateur—125 in number. In certain quarters, there seems to be a certain

READ THIS, GENTLEMEN!!!

A Melancholy Fact, Perhaps, but alas, True.

The recent Minneapolis record of 1405 miles in 142 hours, which is claimed by another Company (see first outside page), actually belongs to

THE AMERICAN CHAMPION,

As this wheel was ridden two thirds of the distance by Schock. The facts of the case are as follows: Schock was persuaded to change his mount. He told friends of ours it was on account of a pecuniary inducement. So far, so good. He started in the long race with his light, tangent-spoke wheel. He rode it a matter of 15 miles and

IT BROKE DOWN.

He then mounted his old 40-pound Champion, and, much to his surprise, found that he could hold Morgan who had previously been rapidly gaining. He rode the Champion until he and Morgan went to bed. Stealing a march on Morgan, who had a two-mile start, he again started on the new machine, which had in the mean while been repaired, and made up the distance before Morgan could get ready. But Morgan soon regained the lead, and Schock again took his Champion and was able to hold Morgan. During the race, Messrs. S. F. Heath & Co., the largest dealers in Minnesota, wrote us, "Every time Schock gets tired he mounts the CHAMPION," and after the completion of the race, "Schock rode two thirds of the distance on the CHAMPION."

We have since interviewed Morgan, who confirms these statements, and for their truth we refer to all the officers of the race, as well as to the sporting editors of the Minneapolis dailies, or any wheelman spectator.

Schock evidently "BIT THE HAND THAT FED HIM" when he claimed that record for another wheel than ours. He was forced to take the "AMERICAN CHAMPION" because of its

EASY RUNNING QUALITIES.

This is surely convincing evidence of the truth of our claims.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER,

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

amount of incredulity as to his claimed ownership of property in this country and Ireland. It is, nevertheless, a fact, that Mr. Woodside is the legatee of a splendid property in Ireland, and could, at any time abandon the path and live the life of a country gentleman, but he prefers the excitement of racing, and is a fervent lover of the sport.

A FEW OF WOODSIDE'S LATER PERFORMANCES.

Defeated John S. Prince, at Louisville, Ky., June, 1884, in ten-mile race.

Defeated John Brooks, at Blossburg, Pa., same year, for State championship, ten miles.

Last year's performance consisted of defeating every professional at the big tournament, consisting of Wood, of England; James, of England; Prince, Neilson, Frazier, of America, and others; and was also defeated in some races by Wood.

Woodside's fastest mile is 2.33, and in 1885 he held nearly every record from three miles to one hundred inclusive, made at Springfield. It is notable that Woodside's records have all been made without pacemakers.

CURRENTE CALAMO

B. B. B.

'BASSETT, Boston, Bulletin.

THAT seems to be the combination.

THE old Hub once again holds all the trump cards in this cycling game.

FROM all accounts, it was a hot fight, the hottest in the history of the League.

WE do not think this talk in regard to splitting from the L. A. W. and forming another association, is going to secure sympathy. The good fight was fought, now let the beaten side acknowledge it in a manly fashion.

H. B. HART, of Philadelphia, prophesies one of the biggest years in cycling trade ever seen in that city.

AMERICA will be represented in the coming international tournament in England, 23 to 25 May, by the professional team about to leave for that country. Our "amateurs" will not be conspicuous, except by their absence.

THE great annual show of England, "The Stanley," will commence next week, and will continue to 5 February.

ALBERT SCHOCK is not only a cyclist, but a ped of some renown. He talks of going to England to get on a match with Rowell, "the little Englishman," who, at one time, was such a terror on the sawdust path.

ALL the papers are changing their headings. The *Cycling Times* and the *C. T. C. Gazette* come out with new top-nots. *Times* also comes to us in a much neater form than of old, new type and better printing being welcome features.

A CANADIAN wheelman writes to the *Wheelman*, and particularly asks why records made by Canadians are collected, tabulated, and published as in the United States and "at home." Well, we don't know, but if the inquisitive *Wheelman* wants to borrow our microscope and go searching for records made by his countrymen, we will lend it. But, it is well to remember that Rowe holds a *few* — up to twenty miles.

THE Philadelphia *Item* is a bright paper, but it makes that old, old joke about Faed, marriage, and "the tandem now." Oh, *Item*, please don't. Yes, and you do it again in Bob English's case. Shoot the tandem!

Hello, New York *Clipper*! Your 1887 annual is at hand, and many thanks for same. We find it as complete, valuable, and reliable as ever, but you make a funny mistake in regard to Prof. Rollinson's death. Why, bless you, *Clipper*, he is alive and kicking, and doing "big biz" in Australia, and so it has been announced time and time again in the WORLD.

A DIFFERENT method of having road repairs made in Vermont has been inaugurated. The care of the roads will now be in the hands of selectmen, and it is hoped that this new way will insure a more intelligent and judicious expenditure, bringing results more satisfactory than under the old regime.

PROBLEM for a class in algebra: If the Racing Board labors three years over the definition of the word "amateur," how long would it take that body to compile a complete dictionary of the English language." — *Wheelman's Record*.

STRONG inducements have been held out to Rowe to have him go over to England and make one of Morgan's team, but he would have none of it. He will remain on his native heath and await the "big un's" coming.

IF you anticipate going to Africa, and intend to cycle there, let us give you *Punch's* laconic advice. "Don't"; or, if you insist, then prepare to suffer from the intense heat, the lack of water and beer, the absence of a decent place to lay your weary head at night, expect to walk miles over sand, rocks and things, dragging your machine up precipices and lowering them down, fording swift and dangerous rivers; be prepared to have yourself made into a meal by hungry "critters," and look out for the monies, who will fire cocoanuts at you from aloft, and try experiments with your wheel when you are asleep.

IT is said, if you want to see Whitaker "set 'em up," or offer you a handful of cigars, all you have to do is to compliment him on his excellent eyesight, which enables him to stand on one side of a twelve-lap track and referee a dead heat at exactly the opposite and farthest point away. Just try it.

'T is further rumored, if you want to see Jack Prince jump up and down, and

hear him quote fervently passages from the Koran, all you have to do is to ask him how much Mr. Sullivan, of Minneapolis, put down to make up the \$1,000 required to cover Schock's deposit. Jack thought it was \$200, but a pair of specs and a closer scrutiny showed the decimal point close up back of the 2.00 — quite a difference. Yes, Jack can spout passages from the Koran when this episode is mentioned. Just try it.

AH FONG is represented in "Cycledom" as visiting the Stanley show, and the following is the way the worthy celestial gets mixed and filled with wonderment: "Some things I heard puzzled me extremely. I was told no less than forty machines were the swiftest, twenty were the safest, eighteen the best for climbing hills, ten the surest for going down hill. Numbers of others excelled in speed, elegance, and lightness. I attempted to argue with each man that his machine could not be the best, because some one else had told me that *his* was superior to all others. But it was no use so I shall bring (take?) this curious question back with me to China for elucidation in the long winter evenings."

THE Lynn Cycle Track Association have made arrangements whereby the base ball club of that city will play its schedule games down for that city on the track grounds.

THE Montreal Snowshoe and Trapper Club are soon to visit Boston. Several cyclists are on the committee of reception and arrangement; prominent among them is Captain Peck of the Massachusetts Club.

SPALDING will make a bid to furnish the League uniform, next season. A change of some kind for the better is no doubt needed in the quality of the cloth.

BY the way, what has become of those phenomenal road records, claimed by cycling Westfielders? Who got the cyclom?

THE best record in Fort Wayne, Ind., is claimed by a party of the name of Edgerton and the distance he claims is 2,378 miles.

A SOUTHERN writer does not want anyone to mention the amateur question. This horrid incubus will not be shaken off, it hangs on like grim death. We dodge it when we can, but it pops up its hideous head and asserts itself in most unexpected places. Take it off! bury it! blot the word from the dictionary and let us start anew; we are willing.

THEY say Mr. Ducker has got some sort of a pull on the Celestial being who runs the weather shop. He has been supplying Springfield people tobogganing weather "to order" just as he used to the tournament weather of by-gone days. One thing he *cannot* do, and that is, convince Hillier that our "clocks" and distances are correct. He may run the weather to suit, but he can't do that.

How fast does a toboggan go, is often asked, the following will give an *idea*:

A time test was made 5 Jan. on the Ridgfield slide, at Albany, N. Y. The slide was clear of snow, and the bed smooth and clean. From the top of the slide to the bridge, a distance of two hundred and forty feet, the time was four and one-half seconds. This was at the rate of a mile in one minute and thirty-nine seconds, but this speed is maintained only down the slide, and falls off at once on the level.

THE annual meeting of the stockholders of the Cunningham Company will take place next month. Although this "pioneer house" is now out of business, it must not by any means be supposed that it is out of existence as well. It still retains its legal being, and it is not at all unlikely that it may one day again bring its celebrated "Harvard" and "Yale" machines to the fore, and re-assume its old-time leading position among American cycle manufacturers.

ELMER AMERICUS SAVAGE, of Minneapolis, writes that now the professionals have spread their pinions and flown to pastures new, the amateurs propose to have a whack at long-distance racing, and consequently a ten-hour race meeting at the rink was arranged to take place last Saturday. Mr. S. F. Heath had charge of the affair. The first prize, a silver cup, is valued at fifty dollars. Minneapolis without a cycle race is a howling wilderness, and so the boys will try and supply the vacuity caused by the departure of Woodside, Morgan, Schock, *et al.*

A WELL-known Hartford cyclist writes us the following query: "Hello there! Say, is Ah Fong English for Karl Kron?"

"SOME amusement was caused at a smoker last week by a reciter of a stump speech arranging with a pal to interrupt him, and another pal to come and "chuck" the other out. Unfortunately, there was present a righteous individual of six feet four inches stature, who viewed the thing austere, and when he had acted promptly and "chucked" the interrupter downstairs, tearing his coat *en route*, the latter individual came to the conclusion that it was not "good enough" to oblige a friend a second time." — *Cyclist*.

THAT much loved body-corporate, the New York Park Commissioners are in boiling water and a state of mix. One of them by the name of Crimmins has got mad, "won't play," and has resigned, but Crimmins is so much adored by his associates that they do not accept his resignation. They won't let Crimmins go.

WE are assured by the authorities that *Bee* (Lynn *Bee*) Rowe will be on the path next year ready to meet all comers. Nothing but sickness or death will prevent him. Bravo! the wish of our cycling life to see Rowe and Howell in a series of races, may after all be gratified.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Safeties vs. Ordinaries.

Editor Bicycling World:—"Raff," in your issue of the 7th, gives "Change" the benefit of his experience with Safeties. now, although I concur with your correspondent in his belief that the Ordinary is vastly superior to the dwarf, so called Safety machine, I must object to his condemnation of Safeties as a class, because he has found that one type of a Safety isn't a Safety at all.

"Raff" alleges that a rider is fully as liable to headers on a geared-up Safety as on an Ordinary. Now a machine of the Rover pattern is certainly a "geared-up Safety," and yet it would seem to be an impossibility to take a header from one. The Star, 'Xtra Challenge and Facile will certainly go over a larger obstruction with one's weight in the saddle than the Ordinary; and for middle-aged riders, particularly those residing in the country, I think the 'Xtra Challenge or Facile would "fill the bill." The Star is different to mount on a rutty road. The pedals of the Rover have an ugly way of catching obstructions, particularly when riding in a rut; but on a fair road, where one is not compelled to ride in a rut, as we are out West, it would seem to be all that could be desired in the safety line. But why ride a Safety on fair roads? why not ride the Ordinary? it is certainly more graceful, less complicated, and consequently easier to repair. For night riding, for rough roads, for city runs over bad pavements and through crowded thoroughfares, there is a little machine that is unexcelled, that will carry you over a stray brick, or tomato can, in safety, and that will enable you to stay with the crowd on a "scorch," provided you have the "stuff" in you; that machine is the Facile. Let me advise "Change" to look up the matter, but to think twice before giving up the Ordinary,

T. H. REECS.

On the Facile.

"CHANGE" asks in regard to the Facile, Pony Star etc. I would suggest to him, that in regard to the Facile, he will find by looking up in the index of the *WORLD*, many articles which from time to time have appeared about this wheel in its columns. One from the writer of this, gave a two years' experience with the machine. It is entitled "My Kingdom for a Horse." To this I can only add that after another season's use, from January to January, I am still of the opinion that for all round practical everyday wheeling, the Facile leads them all. If "Change" is looking for speed only, he could not do better, possibly, than to secure some one of the numerous Bicyclette patterns, but he will obtain speed at the sacrifice of looks and possibly comfort;

certainly the former, as compared either with the Facile or the Ordinary. In this respect the Facile is so like the Ordinary that the change is not marked (especially in the later patterns, a 52-inch rider of the Ordinary now easily reaching a 46 Facile) and the come down of six inches is more than compensated for in a freedom from vibration, and an entire absence of the anxiety and care which falls to the lot of many of the riders of the crank wheel.

CHIPPER.

THE Overman Wheel Company gives us a few general points to give our readers. The '87 bicycle will have some improvements in the matter of spokes, handles and bar, brake, saddle, pedals, and head. The compressed cushion tire now so well known will be on all these wheels. The novelties will be the Tricycle and the Safety, the peculiarity of which will be a new spring fork of new form. It is claimed this will absorb the vibration to such an extent that that of the small wheel is less than that of the larger, and the rigidity in steering is in no way affected. We shall hope soon to give a detailed account and cuts of these new wheels, so that our readers may know exactly what this firm is to offer to the cycling public.

WILLIAM READ & Sons will blossom out this season as manufacturers of bicycles. Arrangements have been made with Ames Company, of Chicopee, to build the wheels for Messrs. Read. The lines of the new machines will follow closely those of the Royal Mail. We are promised particulars and cuts, at an early date, which we shall be pleased to present to our readers for their information. The name of this new machine has not yet been decided on, but that, and all other facts we shall give as soon as possible.

THE new spring fork of the Victor Safety, it is claimed will revolutionize the Rover type of Safety. The great trouble in the past has been, that Safeties were *shaking machines*, shaking both rider and machine to pieces with vibration. The "Victor Safety" has passed this point, which will be noticed when it is examined.

WHEEL CLUB DOINGS

BOSTON BICYCLE CLUB. — A January birthday party, given by members whose natal day occurs during this month, will take place Saturday evening next, 22 January, at nine o'clock. As a very large attendance is assured, members are requested to limit their invitations of non-members, to one only. Music will form a part of the evening's enjoyment, as well as speech making.

THE Hyde Park Ramblers have elected the following officers: President, T. A. Walters; secretary and treasurer, F. E. Norris; captain, H. S. Peare; color-

bearer, John Walters; first lieutenant, William Scott; second lieutenant, F. G. Head. Good interest is shown in the club, and it is proposed to make the season of '87 in every way an improvement over last year.

At the semi-annual election of officers of the Boscobel Bicycle Club of Lynn the following officers were elected: Room officers—President, Robert J. Heron; vice-president, Philip McCarty; secretary, William L. Lewis; treasurer, Henry Forsythe. Road officers—Captain, Edward Truesdale; first lieutenant, George A. Leeson; second lieutenant, Joseph Rowley; color-bearer, Thomas Stevens; bugler, E. A. Packard; club committee, Thomas Stevens, S. Steele, P. McCarty.

CAPTAIN COLLINS, of the Star Wheel Club of Cleveland, Ohio, has made his report. It shows that the club made thirty-two runs during the summer, covering 1,359 miles. The longest run was 72 miles, and the average runs 42½ miles. The individual records show that A. W. Wright made 3,815 miles during the season; H. E. Chubb, 2,393; A. R. Scott, 2,383, and Walter Collins, 2,339 miles.

A TOURING party from Nashville, Tenn., to Niagara Falls, is on the tapis. It is under the auspices of the Nashville Bicycle Club. The party will be limited to about a dozen, and the "smiling month of June" be the time for the start.

No wonder the Ramblers of St. Louis wanted to "amalgamate." It seems they offered gold medals to all who would ride at Son-of-a-Gun Hill, believing that eminence practically unclimbable. Judge of their consternation when fifteen well authenticated claims for gold medals were put in. Whew! Gold medals cost cash, and fifteen of them cost many ducats. Luckily, eleven claims were from their own club members, who waived the medal.

THE members of the Murfreesboro (Tenn.) Bicycle Club have recently "wheeled" into line, and have had nice apartments fitted up in the *Free Press* building, which they will use hereafter as their club-room. The space is very limited, only an office or reading-room, and a wheel room, with all the tools for repairing small breaks that occur occasionally. They are supplied with all the wheeling periodicals of the day. Club officers were elected on the evening of the 3d, with the following to act for the next six months: R. L. Jetton, president; H. L. Fox, vice-president; Chip Henderson, secretary-treasurer; J. W. Sparks, Jr., corresponding secretary; J. B. Smith, captain. They speak of giving an entertainment in the near future, and appointed a Committee on Arrangements, etc., composed of C. F. Cox, H. B. Sparks, and O. S. Miller. The young lady friends promise their assistance.

THE Williamsport (Penn.) Wheel Club have built a toboggan slide, and thus far it has proven very successful. They opened it on Monday, 27 December, and it has been with difficulty that they have accommodated the people. It is of the regulation size—40 feet high, 18 feet wide, and 176 feet long in the chute. Three chutes, steps, and draw-way. The entire distance or length of run-way about 1,000 feet. The chutes and run-ways are paved with ice six inches thick. Besides many private ones, fifty toboggans are also kept for rent. They have already about paid all expenses on it. They are a pushing club.

CHICAGO BI. CLUB annual election took place 11 Jan. The following were elected: R. Philip Gormully, president; John C. Ellis, vice-president; Fred A. Ingalls, captain; Richard J. Schmitt, secretary-treasurer; Samuel B. Wright, quartermaster. We are to be congratulated in getting such a strong ticket, and one that guarantees to the Chicagos an aggressive and progressive administration.

THE Brookline (Mass.) Cycle Club is the latest of the local clubs to form, and though of so recent birth, it has already the growth of maturity and strength, having now a membership of nearly fifty. The formal opening of their rooms, which are located in Holtzer's building, on Station street, Brookline, Mass., will occur to-night. The suite consists of a large parlor, a coat room, and a lavatory. The furnishings of the parlor are very handsome, and are principally of oak. A Steinway upright piano, rich hangings, engravings and photographs, complete the furnishings. Electricity furnishes the light; and steam, the heat. The officers are: Geo. M. Stearns, president; F. M. Seamens, secretary; F. A. Singleton, treasurer; W. Kirke Corey, captain; C. S. Cobb, first lieutenant; E. A. Smith, second lieutenant.

THE Marblehead Cycling Club are out with a defiance, signed by Capt. C. W. Ware, as follows: "The Marblehead Cycling Club hereby challenges the Peabody Cycling Club to a series of races—a game of polo, race on skates, and a race on bicycles. The Salem rink is preferred as a place of meeting. The club which wins the greater number of points is to receive a bugle, the value of which shall not be less than \$35."

THE Missouri, of St. Louis, have refused to entertain the proposition of the Ramblers to amalgamate. A constitutional clause preventing "amalgamation" seemed to be the stumbling block. Well, why not admit the Ramblers by voting on each name separately, as on any application to membership?

THE Ramblers, of St. Louis, after their attempt to become Missourians, and failure thereof, held a meeting, refusing to disband, and at once voted an assessment of \$20 per head to help pay expenses of the forthcoming Meet in St. Louis. Not

dead, by a jugful! There are some kickers, however, who protest at the way the assessment was levied—without notice.

THE Fort Wayne (Ind.) Bicycle Club held their first promenade concert at the Princess Rink last Monday. The wheelmen, their friends and guests, passed a jovial evening, the music being furnished by the Fort Wayne band, and consisted of twelve members. Refreshments were served by an experienced caterer during the evening. Like all Western clubs, the members are composed of the right stuff, all hustlers from the ground up, and enthusiasts from way back.

THE Nashua, N. H. Cycle Club, was organized in September, 1886, with eighteen members, and made their headquarters in three small rooms on Main street. 1 December, having outgrown their quarters, they removed to their present rooms in Spalding Block. Tuesday night, they gave the fourth assembly in their own rooms, the main hall of which is thirty by sixty, with two ante-rooms fully furnished, also kitchen and other rooms. The dance was a pleasant affair, about fifty couples being in the grand march. Coffee and cake were served during the intermission. The club now numbers forty-five members, and have just added a pool table to their list of amusements, and are preparing to have a good time until the opening of the riding season. We would be pleased to welcome any wheelman who should happen to be in Nashua, and will try to make his stay a pleasant one. Address all communications to C. E. Jaquith, Secretary and Treasurer, N. C. C.

THE TRADE.

Singer's Challenge.

ERRATA.

In specification of this machine given last week the following SHOULD READ AS BELOW, and not as printed at that time.

HUBS. Steel.
TIRES. Seven-eighths to front, three quarter to hind wheel.
HANDLE BAR. Cowhorn detachable.

The Star.

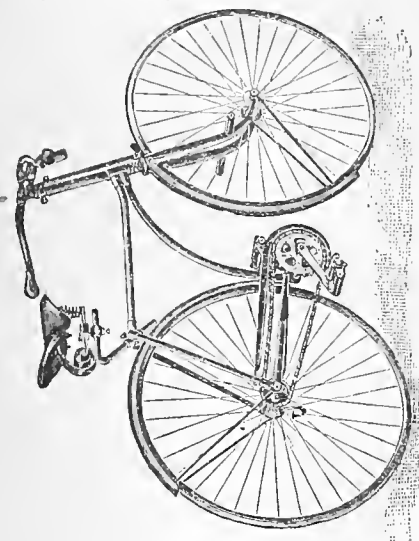
H. B. SMITH MACHINE COMPANY, SMITHVILLE, N. J.

THE H. B. Smith Machine Company find it unnecessary to make any radical changes from that of the 1886 pattern of the Star. This firm have gone to great lengths in experimenting on various style of framing, but they find nothing better than the one they are now using. The "front bone" or steering bar, will, however, be strengthened and of increased diameter (except on Pony Star), and a few minor details of the construction, will be improved when such is found possible, and strength will be added where it is found to be of any possible advantage. Exhaustive experiments have also been made in regard to size of front wheel, and it has been found that when too large they were unwieldy. The result of this careful investigation has determined the Star people to adopt the following size front wheel on their machines for 1887:

21-inch front wheel, for 42-inch Pony Star.
24 " " " 45-inch to 48-inch Star.
23 " " " 51-inch.
24 " " " 54-inch.

It has been demonstrated that the large drivers, that is over 50-inch, are not in such demand, except for very powerful riders or for use on the track. Enamelled

machines will be the favorites, both on account of looks and durability. The strictly first-class workmanship and desire to produce none but the best, will, as usual, characterize the products of the H. B. Smith Co. The Star bicycle is so well known among riders, and its achievements on road and path such a matter of recent and prominent history as to be fresh in the minds of all.



Singer's Apollo Safety.

W. B. EVERETT & Co., BOSTON, MASS.

RIGHT up with the times and appreciating the rapid growth in favor of the Rover type, Messrs. Singer presents to the American public an excellent pattern of this style. We made a thorough examination of this safety, and with the aid of Mr. Haynes, got all its special points.

The crank-shaft bearing took our eye especially. We cannot at this time give a cut of it, as there are none to be had, but next week when we describe the S. S. S. tricycle, where the crank shaft is identical with the Safety, we hope to have a cut ready to print. We will, however, describe it as follows: The crank shaft, which carries cranks and gear wheel, passes through a collar which is a solid forging three inches over all at the extreme ends of which the balls are inserted, making a double ball bearing adjustable at one end by the simple turning of the outside cap, and so nice is this adjustment that while the whole side shake is absolutely nil, the crank shaft will spin with the greatest freedom. A glance at the cut of machine will show the reader great strength in the construction of frame; stress is laid on this point, as being one of the most important features.

The steering is not so erratic as in the first patterns of this type; in fact, on the Apollo, a very little practice will enable a man to ride hands off. This end is obtained by making the fork at the head more perpendicular, and then curving it sharply at the bottom (see cut). This makes centre of head at such an angle that if a line were continued at same angle straight to the ground, it would come in contact of the ground at about the same point the wheel does.

An ingenious spiral spring is fitted on just above the fork, in such a way as to absorb much of the vibration.

The handle bars are adjustable, and a very neat brake is fitted, acting direct on the front wheel.

The hubs of the driver and pilot wheels are solid steel forgings, and the balls of the bearings revolve direct on this solid forging, thus doing away with "sweated" collars and attendant annoyance from loosening.

The chain is of the latest pattern, short links, very strong and smooth in working.

The appearance of machine is pleasing, and the finish up to the usual high standard of the Singer machines.

Weight, without saddle or pedals, about 45 pounds.

SPECIFICATION.

Thirty-inch wheels speeded to 54-inch (51-inch, 57-inch, 60-inch to order), ball bearings to all running parts except pedals, weldless steel tube frame, handle-bar and forks, guards to both wheels and to chain, brake, foot rests, lamp holder, Eclipse saddle, spacers, coned pedals, etc. Enamelled, and with parts plated.

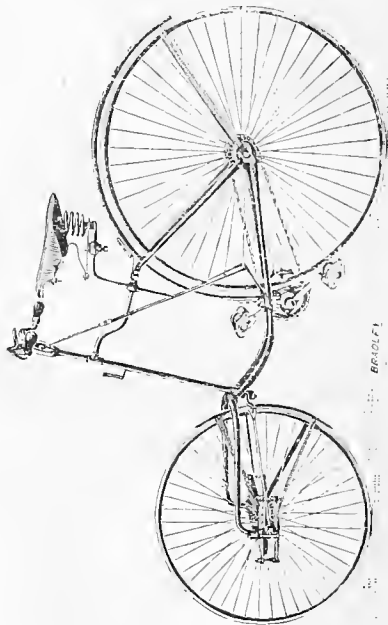
PRICE. \$135.

EXTRAS. Ball pedals, \$5.00; Challenge pedals, \$2.00; Arab spring, \$2.00.

Gormully & Jeffrey Mfg. Co., Chicago, Ill.

GENERAL ANNOUNCEMENT.

DURING the past twelve months this firm (or its predecessors, Gormully & Jeffery), have more than doubled their manufacturing capacity, and will enter the field this year fully prepared to meet a sure and large increase in demand for their products. Among the foremost of the novelties they propose to bring out this year, is their AMERICAN LIGHT CHAMPION, to quote from their catalog, "A true tangent spoked wheel of the highest possible grade both in material and manufacture, and what is dearer to the heart of American purchasers, a bicycle that is entirely original in all its vital points, and not a copy of a trans-Atlantic model." Another new wheel this firm will bring out, will be the AMERICAN CHALLENGE TRICYCLES, in two sizes, with 42 and 46-inch drivers, respectively. The IDEAL TRICYCLE they will continue to make, and thus be able to accommodate any length of reach called for. An ingenious and at the same time simple and effective attachment has been added to all three patterns of tricycles, whereby it can be converted into a tandem. This feature will doubtless be appreciated by those who are in sympathy with the rapidly growing favor of tandem tricycles. The AMERICAN CHAMPION so well known as the leading make of this firm, will remain about the same as last year, a few improvements in the minor details only, being made. That sterling wheel, the AMERICAN SAFETY, has been formed to fill all the requirements called for, and will practically remain unchanged. On the solicitation of the riders of this machine, the firm will build the safety on the same lines, but with hollow tubing all over, and ball bearings all round, at an advance in cost to purchaser, of course. A 40-inch wheel of this type of machine will be made this year for the use of very short riders. The next machine on the list is the AMERICAN CHALLENGE, and this we find will remain the same as last year, an honestly constructed, medium-priced bicycle. The AMERICAN IDEAL is a first-class standard boys' bicycle, well and most favorably known to the trade, and to riders, this will remain the same as heretofore. In reply to a question as to whether Gormully & Jeffery Manufacturing Company would make racing machines, we were told they would not the field being limited, special plant expensive, and on the other hand, demand for good road machines is unlimited, and hence all their energy will be devoted to producing this class of cycle. To meet the demand with satisfaction to their patrons in the future, as it has been in the past, will be their earnest aim.



S. T. Clark & Co., Baltimore, Md.

THE QUADRANT SAFETY BICYCLE.

THE above cut gives a very clear idea of this safety. As will be seen, it embodies the well-known Quadrant steering with steering bar post back of the pilot wheel, together with certain other special features of construction. It is wonderfully swift, safe, and comfortable, there being virtually no vibration whatever. It is very

rigid, yet free, grand at hills, up or down, and is constructed with the care and painstaking that distinguishes all the work of the Quadrant Tricycle Company, the makers, who have every confidence that that this machine will take the same position amongst safety bicycles, that the Quadrant tricycle now holds amongst the three-wheelers.

SPECIFICATION.

Thirty-two-inch drivers, with seven-eighth tire 26-inch pilot (front) three-quarter tire, 46-inch double butted direct spokes, steel hubs, hollow curved handle bar. Ball bearings to both wheels and crank shaft, self-lubricating driving chain, six inch cranks, band brake operating on drum attached to crank shaft, weldless steel tubular frame and forks, machine cut steel gear wheels, ball pedals, with square rubbers. Townsend's combination saddle and spring, adjustable to all weights (seat rod adjustable to all sizes of riders), standard gear 52-inches, higher or lower if desired. Finish: handle bars, brake lever, cranks, and pedals, rods and nuts nickel-plated, balance enamelled plain black. Each machine has lamp bracket, foot rests, tool bag and tools.

Special attention is called to the fact that the pilot wheel steers exactly on its centre vertically, that is, there is no rake to the handle bar post, and also that the phosphor bronze sides are so arranged that the steering may be extremely sensitive or not as desired by the rider.

Doubtless, the future of this machine will be watched with interest by all cyclists.

S. T. Clark & Co., Baltimore, Md.

THE NEW RAPID SAFETY.

WE regret that we are unable to show a cut of this machine, owing to its non-arrival before going to press, but we may give a fair idea of it by explaining that it is of the Rover type, that is to say, with two nearly equal wheels connected by a single tube swiveling on the steering bar rod, immediately over the front wheel, the two sloping backwards, where it forks to receive the rear or driving wheel. In appearance it is very similar to the Ivel Safety, on which Mills made his record of 294½ miles in twenty-four hours, last year, but has the undoubted advantage of possessing "true tangent wheels," which are the builders (the St. Georges Engineering Company) specialty, and which, together with their high quality of workmanship, have made their bicycles so celebrated.

The New Rapid Safety is built throughout on the interchangeable system, and the proper distribution and strength of materials used has been practically determined by unusually severe road experiences and scientific tests. It is, therefore, not an experimental machine, but one well adapted to the more or less severe uses to which a bicycle which is known to be absolutely safe against "croppers" will naturally be put, in riding rutty roads, coasting stony hills, or carrying portly riders.

SPECIFICATION.

WHEELS. Thirty-two inch driver (rear) and 30-inch steerer, with true tangent spokes and steel hubs. (For description of true tangent wheels, see New Rapid Roadster, in WORLD, of 14 January, page 175.)

TIRES. Seven eighth endless moulded round black rubber, of finest quality (will float in water).

HANDLE-BAR. Hollow and tapering, curved well back, adjustable in height and tipped with larger vulcanite handles.

BEARINGS. Bowns throughout. Both wheels and crank wheel.

DRIVING CHAIN. The famous Abingdon Works patent. Each link machine made and case-hardened.

CRANKS. Weld steel, detachable, six-inch throw.

BRACKES. D. L. front wheel spoon.

FRAME. Weldless steel tube, trussed and braced.

FORKS. Elliptical, weldless steel tube of special section for safeties. Proof against splitting or twisting.

GEAR WHEELS. Machine cut, steel.

MUD GUARD. To driver, semi-cylindrical weldless steel tube, to steerer and crank wheels, and chain sheet steel, perfectly noiseless.

PEDALS. Bowns ball, with square rubbers.

SADDLE. Townsend combination spring and saddle, adjustable to all weights.

ADJUSTMENT. Handle-bar and seat rod adjustable to any height rider and the chain adjusted in tension by means of a recently patented device, which permits of instantaneous and positive action.

GEAR. Stock machines are geared to run as 54-inch, but higher or lower gear may be obtained if desired.

FINISH. Handle bar, brake, cranks, hubs, seat rod, pedals, bolts and nuts, nickel plated on copper, the balance in plain black Harrington's enamel.

ACCESSORIES. Each machine is provided with lamp bracket, foot rests for coasting, and handy tool bag, containing spacers and patent oiler.

Particular attention is called to the fact that this machine may be ridden "hands off," and that all bearing parts and joints are case hardened.

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Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Mrs. H. K. Lewis, 1715 Oxford street, Philadelphia; Miss M. M. Borden, 639 N. 19th street, Philadelphia.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazettes*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

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WANTED.—Bicycles and tricycles for cash. Give make, finish, exact condition, and bottom price. NEW YORK BICYCLE COMPANY, 21 Worth Street.

WANTED.—The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES.—Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheap, lightest, and most convenient thing of the kind—May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information, without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the *World* for one year, \$1.25.

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BOSTON, 28 JANUARY, 1887.

Volume XIV.
Number 13.

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Extract From "CUNARD CYCLE CO.'S" PROSPECTUS

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Incorporated under the Laws of the State of New Jersey. Capital, \$100,000 in 20,000 Shares of \$5.00 each. Issue of 5,000 Shares.
Payment to be made as follows: \$2.00 on Application and \$3.00 on Allotment.

DIRECTORS.

JAMES SMITH, 677 High Street, Newark, N. J. D. H. ROGERS, 75 Clinton Avenue, Newark, N. J. G. S. WOOLMAN, Orange, N. J., and two other Directors to be elected at First Meeting of Shareholders.
BANKERS: Manufacturers' National Bank, Newark, N. J. COUNSEL: Messrs. Coult & Howell, 766 Broad Street, Newark, N. J.

PROSPECTUS.

This Company was organized on 2 August, 1886, for the purpose of carrying on the sole United States Agency for the sale of the celebrated Cunard Bicycles and Tricycles, manufactured by Frank Gibbons, of Wolverhampton, England, and appointing subagents therefor; and, although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American Wheelmen.

In December, 1886, however, Mr. Gibbons's business was converted by him into a Limited Company, under the name of the "Cunard Cycle Co.," with a capital of \$250,000, which amount was subscribed several times over by public subscription. The following gentlemen constitute the Board of Directors of the English Company: Viscount Pollington; Sir Stephen Hill, C. B.; Major Harry Creigh; W. H. Maitland, C. and M. E., and Mr. Henry Osborne, late manager of Messrs. Rudge & Co., limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Co.," report as follows:

"THE DIRECTORS OF THE 'CUNARD CYCLE CO.':
"Gentlemen,—I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard Co.' These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum; but with additional buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done, and would show a profit of 25 per cent on the capital of £50,000. This result is obtained, to my knowledge, by the principal firms in the trade at Coventry, and with Mr. Gibbons's machines, which are equal to those of any other maker, and are becoming very popular, there would be no difficulty in realizing this result.

"(Signed) HENRY OSBORNE."

D. Rogers & Co. have secured the most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the spring, also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of Bicycles and Tricycles are paying enormous dividends, and that the public has until now had no opportunity of participating in such profits, the capital in nearly every case having been privately subscribed by a few individuals, and no shares can be purchased, even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares (\$5.00) will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment, in proportion to the amount subscribed.

To enable subscribers residing at distant places to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements whereby such may be recorded by proxy.

As the Directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses and Forms of Application, with Testimonials, can be obtained at the Company's Offices,

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The Certificate of Organization may be seen at the Offices of the Company's Solicitors.

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On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

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In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the World for one year, \$1.50.

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For a check for \$30 we will print a ten-line advertisement in One Million issues of leading American Newspapers and complete the work within ten days. This is at the rate of only one-fifth of a cent a line, for 1,000 Circulation! The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers;—or FIVE MILLION READERS, if it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about 70 words. Address with copy of Adv. and check, or send 30 cents for Book of 176 pages. GEO. P. HOWELL & CO., 10 Spruce St., New York.

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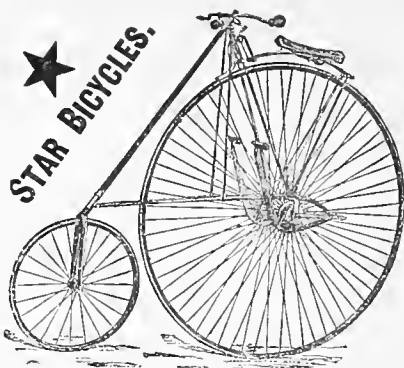
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179 Tremont Street, Room 63,

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Entered at the Post Office as second-class mail matter.

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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 28 JANUARY, 1887.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

BASSETT is in Philadelphia. Everything is quiet. He is getting on well, and does not expect to return to Boston before the first of March.

WE hear that a meeting is to be held between the "three greatest encouragers of geographical research," viz., James Gordon Bennett, the King of the Belgians, and Colonel A. A. Pope.

A HINT to club men. The tickets for the concert given by Le Trappeur Snowshoe Club will be scarce. Look up your club secretary early, or you will be in the cold.

INDEXES for Volume XIII. are now ready for delivery, and also the bound volume XIII. is ready, and can be furnished.

TO LET.—Rooms for business purposes. Apply to Eugene M. Aaron, 506 Walnut street, room 12, Philadelphia, Pa. Present tenant has no further use for same.

PENNSYLVANIA wanes a little, while Massachusetts is booming as a League State. It is Eastward the course of Empire, etc., this time. Never mind, why not boom J. R. Dunn, of Ohio, for president; he made a vastly good impression at the meeting.

THERE is no disguising the fact that the League has experienced an earthquake, but now the dust of confusion and alarm have partially cleared away, we can see what damage has been done. We find that Mr. Aaron leaves his late office financially square with the League, so there is no loss there. We find that the *Bulletin* has been run at a loss of a round \$5,000 since it started in 1885. This certainly is a serious hole in the finances of the association. It will undoubtedly be Mr. Bassett's endeavor to reverse the condition of things. Whether the means employed to accomplish this end will be the reduction of the *Bulletin* to the confines of an official circular, or an increase in dues to those who take the *Bulletin* remains to be seen. Owing to the wise action of the Executive Committee, we find the League only shaken up a bit, and not vitally hurt.

In another column we print a comprehensive account of last week's meeting in New York, and following it we give a condensed report of Mr. Aaron's side of the question, as reported by a Philadel-

phia paper. Our readers are already aware of the main facts, and the report of the Executive Committee, if correctly given, on Mr. Aaron and his management have pretty clearly set forth the condition of affairs during the past year in the secretary-editor's office. The charges made in this report, though it comes to us in a garbled condition, are of a very grave nature, and it would seem they would not be preferred without absolute foundation. Mr. Aaron, in the Philadelphia paper, is found to take decided exceptions, to many statements made and actions pursued. We will wait until we see the Executive Committee's correct report in full. We and our readers can then form an opinion as to the extent of Mr. Aaron's dereliction of duty. It must be borne in mind that the Executive Committee, with the fear of the courts before them, will be very careful and not make any statements reflecting on the squareness of Mr. Aaron or any one else unless they could substantiate them.

THE A. C. U. show signs of dissolution. There seems to be a palsied, lukewarm state of things on the part of those who were its most ardent supporters. The implacable attitude of the board of L. A. W. officers at the late meeting shows that the treaty, patched up by the powers that were, are held by the flimsiest possible bonds.

SEEING that Mr. Howard "took on" considerably at our statement to the effect that the Massachusetts division did not offer to loan the League any money, we thought we would interview Chief Consul Hayes. It seems he said in New York that he had no doubt but that his division would advance money if necessary, but, of course, he had no authority to pledge the division, and did not. Quite a difference, Mr. Howard, from your broad statement that it *had* been offered and Mr. Hayes's version.

INDEX to machines described will be found at the head of trade articles, hereafter.

WE have received a limited number of "Cycledom." Send fifty cents to us if you wish to know all about Ah Fong and his adventures.

Le Trappeur Snowshoe Club.

THE arrangements are well under way for the reception of this club 1 February. The Victoria Rifles' band, one of the best in Canada, will accompany the visitors. The programme for the afternoon of 1 February is briefly: One-mile run, one hundred yards in heats (two out of three), four hundred and forty yards, one hundred and twenty hurdles, two out of three heats, open to all members of clubs. There will probably be a race for local runners who have never before raced on snow-shoes. Local snowshoers who desire to take a hand in these sports, are requested to send their names to Col. T. W. Higginson. The concert in the evening, at Music Hall will be fine and decidedly unique. The club give some splendid songs and choruses. The band will furnish the instrumental music. The wind-up will be a grand tableau of snowshoes with the band playing the national anthems.

We Wonder

WHAT machine Shock did make that long-distance record on?

How much money Basset made out of the *Cycle*?

AND what Ducker paid for it?

IF the League's new secretary is still an officer of the Sterling Tricycle Company?

IF Daisie was included in the transfer of the *Cycle* to the *Gazette*?

St. Louis.

WE are somewhat out of the swim here in regard to important League happenings, and reports of the recent tussle in New York are vague. Press despatches magnify the story of the alleged deficiency in the secretary's office. There is a feeling of feverish anxiety, and a fear that there may be troublous times in store for the League.

IT is not known whether Thos. Stevens will visit St. Louis *en route* East, but if he does we are prepared to treat cordially a fellow-tough.

THE "agency" has been removed from its old site, and with it go many pleasant memories of bygone frolics with the late Cola Stone.

ANOTHER pioneer wheelman, Louis Lueders, is dead. Lueders succeeded Richard Garvey as proprietor of a wheel agency here. Ill health forced him to visit Florida, where he died suddenly on 15 January. His remains were brought home.

THE Missouris now have a base-ball club, the "Little Beckies," and 'tis said they will commence training at once. That's right, boys, the gymnasium needs dusting badly.

MEET matters are quiet. It is thought that sufficient financial support can be obtained in the city to cover all the expenses. A cycleries was at first mentioned, but was squelched.

THE monthly hop of the Missouri Club occurred last night, and was attended by nearly two hundred cyclers and ladies. The house was tastefully decorated, and the literary and musical programme exceptional. The entertainment concluded with a dance, as usual, which lasted until the small hours.

I HEAR that a strong effort will be made in the near future, when applications overreach the Missouri Club's limit of one hundred active members, to retain the limit at that figure.

BREVITY.

The South.

WAITING ANXIOUSLY FOR NEWS FROM THE SEAT OF WAR.

WE have just gotten an inkling of the "big" times that were had at the officers' meeting in New York, the only news we have gotten is the telegraphic news that appears in our dailies. We shall await with anxiety, a full report of the meeting of the Board of Officers. In this morning's issue (20 January), the telegram is headed "very indignant." "Aaron denies that he was removed for malfeasance in office," and the telegram goes on to say, "He declares, that he himself called President Beckwith's attention to what appeared to be a small discrepancy in his accounts, and that at his request an expert went over them, finding merely that the book-keeping was slipshod. Secretary *pro tem* Wells denies also that he used his office for private gains."

This is a nice piece of business; what shall we hear next? I hope it will be that the secretary-editor elect had no trouble in Philadelphia, but that the retiring officers turned over all effects quietly, and without force. This matter is to be regretted, and I trust that it will be adjusted all right shortly, and everything run serenely again.

WE have had Mr. E. H. Wilcox, of Chicago, with us for several days, and have endeavored to put him through in pretty good style, as we do all our visiting wheelmen. Mr. Wilcox speaks very encouragingly of cycling and the trade in the South, and predicts a large increase in the number of wheels ridden through-out this section.

ON the first Tuesday in February, the Memphis Cycle Club will hold its annual election. Some little speculation is indulged in as to the result. President Surprise says "now that he has got the boys ensconced in their clubrooms, and tolerably well fixed, he had just as soon retire as not."

THE American Cycles will be in the hands of a new agent this season, and it

is thought their new wheels will take very well in "these parts."

I've been told E. M. Aaron was a parson, is it so?

SOUTHERNER.

MEMPHIS, TENN., 20 January, 1887.

In and Around Newark.

FOR an earnest, hard-working chief consul for New Jersey, one who will ask no favors, and show none, why not give Dr. Fred. A. Kinch, Jr., a trial?

THE officers of the L. A. W. will do well to admit other than cycling correspondents to their meetings hereafter, as it can do them no good to antagonize the press at large.

THE Citizens Bicycle Club, of New York, have engaged the grounds of the N. J. C. and A. A., at Roseville, for a grand race meet on Decoration Day. In all probability the Orange Wanderers, New Jersey Wheelmen, Elizabeth Wheelmen, and Hudson County Wheelmen, will each hold a meet early in the season, though nothing definite has been decided upon as yet.

WHAT do you think of a wheel, somewhat on the style of the Star, the limit of weight for which will be thirty-two pounds, for a roadster, and as light as sixteen pounds for a racer (52-inch wheel)? It is very probable that such a machine will be put on the market before many more moons have set.

HOWARD A. SMITH, of H. A. Smith & Co., has been confined to his home during the past week, suffering from a severe cold. He expects to be up and around again in a few days.

THE New Jersey Wheelmen will attend the first "smoker" of the Plainfield Bicycle Club, to-morrow evening.

THE Orange Athletic Club, will give a grand opening reception and ball at their new clubhouse, Brick Church, to-night. The house is said to be the finest house of the kind in the State.

EFFORTS are on foot to organize a cycling club among the employees of Clark's Thread Company. They have now base ball, cricket, foot-ball and athletic clubs.

THE WORLD is receiving a good deal of notice in this section of the State, the general verdict being that it is not alone the best but the *only* cycling journal published in this country, as the larger part of its matter is *original*, it not being necessary for the editors to fill three and four pages of each issue

THE RUDGE FOR 1887.

TO THE READER:

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and, although the *Rudge* machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the *Rudge* machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

RUDGE LIGHT ROADSTER.

We are not quite prepared at present to lay before you the detailed specifications of the *Rudge Light Roadster* for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

RUDGE ROADSTER.

We have entirely remodelled the American *Rudge* and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word *American*, and re-named it the *Rudge Roadster*.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

RUDGE BICYCLETTE.

We shall also place upon the market the *RUDGE BICYCLETTE*, the original safety bicycle of the *Rover* type. This was patented by *Rudge & Co.* in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the *BICYCLETTE* possesses, in point of safety, comfort and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

CRESCENT TRICYCLE.

Owing to the enormous demand in England last year for the *RUDGE CRESCENT TRICYCLE*, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed and ease of running.

We shall carry it in two weights, one for gentlemen, and one for ladies, and our new pattern contains many valuable points of special interest.

RUDGE HUMBER TANDEM.

This popular *Tandem* is so well known, that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

RUDGE CRESCENT TANDEM.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the *RUDGE CRESCENT*, feeling sure it will meet the demands of the riders.

It is of the *Cripper* form, with patent automatic bicycle-steering, and contains all the valued features of *Rudge & Co.*'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England, before we introduced them upon the American market, and the prestige which they have in England, combined with *Rudge & Co.*'s experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present, we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

AGENCY.

We have had numberless applications for the agency of the *Rudge Bicycles and Tricycles* from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

IT WOULD SEEM TO BE FATE!

IT IS, HOWEVER, A FACT,

That the Riders of

THE AMERICAN CHAMPIONS

Have made the Most Phenomenal Long-Distance and Road Times
of the season.

HERE IS ANOTHER MARVELLOUS RECORD BY *J. S. PRINCE*, AT OMAHA, ON A
CAREFULLY SURVEYED INDOOR AND 10-LAP TRACK
IN FORTY-EIGHT HOURS:

767 and $\frac{9}{10}$ Miles!

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz., "The easy running qualities of the G. & J. bearings."

Then there's the 10 miles in 29 m. $1\frac{3}{4}$ sec.

" 20 " " 59 " $35\frac{1}{2}$ "

" 50 " " 2 hrs. 55 m. $46\frac{1}{2}$ sec.

" 100 " " 6 " $1\frac{1}{2}$ "

All of them world records, made by a roadster on a country road. Facts of this sort talk.

By the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring and then expect the work to be promptly done. Send your mount to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price. Since we have completed our new factory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY MANUFACTURING CO.

with clips from foreign exchanges. Keep up the good work, and "you'll get there allee samee."

RATCHET.

L. A. W.

Board of Officers Bubbles.

SATURDAY evening at the caucus of the New York State Division, a foreshadowing of the coming events was gained. The State Division took up two important moves for itself, one the voting to send enough representatives to the League meet at St. Louis to cast the entire State vote at the expense of the State Division treasury, an outlay of about \$400; and the location of the State camp at Otsego Lake near Cooperstown, where the combined pleasures of beautiful scenery, good roads and accommodations, fishing, boating, and swimming may be had. The real fun began on Monday, with a six-hour labor of the Committee on Credentials, who returned as a result of their labors the acceptance of the credentials of the forty-six members of the board present, and of 104 proxies they held. Messrs. H. S. Wood and C. R. Zacharias had their proxies rejected on the grounds, justly taken, that men could not be representatives of one State and residents of another. G. N. Osborne, of Philadelphia, and F. Lillibridge, of Springfield, Illinois, were refused, owing to their proxies being simple telegrams, and therefore not regular.

THE BIG FIGHT

was on the acceptance or rejection, as recommended by the committee, of the proxies of Messrs. Wright, of Wheeling; Heath, of Minneapolis; Porter, of Winona; Gorgiss, of Harrisburg; Stine, of Frankford, N. H.; Miller, of Tennessee; Shields, of New Orleans; Abbott, of Baltimore; and Surprise, of Tennessee. The committee holding—the meeting sustaining them on a test vote in Abbott's case, of twenty-five to seventeen—that as these proxies were admitted by Mr. Aaron to have been sent him without any instructions from the senders as to how they should be voted, or by whom, that it was beyond the ability of any one present to vote them in any knowing way in absence of any information from the senders as to their views. Much unfavorable comment was made in the corridors during the long session of the committee that turned in the foregoing report, but those who will study closely will see that better work for the vital interests of this growing form of representation could not have been done, and the thanks of all good and true League men are due Messrs. Pratt, Dunn, and Luscomb, who so ably and impartially performed the tedious labors as above. On motion of Bidwell, the regular order of business was suspended to hear the Executive Committee's report, which hinged on a shortage alleged to have been in Mr. Aaron's accounts, amounting to \$5,800 in round numbers, but which had afterwards all been made good. Mr. Harris, of Massachusetts, in an endeavor to get at the true inwardness

of the whole affair for the benefit of the meeting and the membership at large, met with no encouragement either from the mugwump or the regular factions; and was forced finally to sit down without accomplishing anything definite, and receiving the thanks of the meeting by

CRY OF "PERSECUTOR"

from mugwumpville, and a round of applause for that sentiment from both sides. It was evident that an inkling only of the true state of things was to be allowed, and the star chamber proceeding, of preserving secrecy, was to be still further maintained. Mr. Aaron seeing this, got the floor on permission to read a part of his report as Secretary-Editor, and forthwith entered into a defence of his position, making the excuse that it was only his "wretched book-keeping, hard labors for the L. A. W., etc." that was to be blamed for his muddled affairs. After an adjournment the reassembled meeting proceeded to ballot for Secretary-Editor. Only two nominations were made: Abbot Bassett by Bidwell, of New York, seconded by Dunn, of Ohio; and John A. Wells by Bartlett, of Maryland, seconded by Davol, of Rhode Island. After an attempt to smuggle in Wells by tacking him on to the list of appointments offered by the president for confirmation by the Board, and the failure of the scheme, the vote was taken and showed a majority of thirty-four for Bassett out of 136 cast. The mugwumps, Wells, Aaron & Co., immediately left the room, and after much discussion it was agreed to adjourn the meeting till 9.30 A. M., Tuesday. This proceeding seemed to be the outcome of two things: the certainty that business could not be completed without it, and a desire on the part of many delegates, the married ones in particular, to participate in

THE FRENCH BALL,

New York's greatest and raciest event of the kind. Twenty-six representatives were present on Tuesday, and business was pushed forward, unhindered by the filibustering practised by the mugwumps on the day before. Many rumors were afloat as to the movement of this party as led by Aaron and Wells. The latter gentleman having taken all notes made by him as secretary *pro tem* on the day before and the reports, etc., accompanying them. This fact, and the rumor that Mr. Aaron had declared that the post office box and the L. A. W. offices were hired in his name, caused the air to be filled with motions, which finally condensed themselves into a vote of censure by the meeting, against Wells and Aaron, and another recommending their removal from office, for malfeasance. The flurry was now over, and business was taken up and put through with a rush. Treasurer's report showed balance on hand 15 January to be \$484.65. No Secretary-Editor's report being forthcoming, it was placed in the hands of Executive Committee with power to act. Mr. Potter, of New York, presented a series of resolutions, putting

in the hands of the chief consuls of New York, Connecticut, and Massachusetts, the power to investigate the implied charges that Dr. Beckwith was receiving a commission from the makers of League uniforms. Mr. Bassett moved that the L. A. W. recognize all rulings of the N. A. A. A. in all sports under their jurisdiction, but hereafter not to recognize ANY other wheeling association in America. Pratt moved a hand-book be issued, not to exceed in cost ten cents, and that it be sold to members at that price, and to contain all the rules, regulations, objects, etc., of the L. A. W. The loss of the *Bulletin* for the past eighteen months was \$4,498. It was rumored a meeting was held by the mugwumps, at which Henry E. Ducker was present, at which

PLANS FOR SECESSION

were broached, but the gentleman from Springfield sternly pointed out the unwisdom of any such move, and it was abandoned. Messrs. Ducker and Jenkins were present as representative gladiators of the past in the League arena. Among the newer faces and men the most prominent in work and ability were Messrs. Hayes and Emery, of Massachusetts; Luscomb, Butler, and Potter, of New York; and Dunn, of Ohio. Among the older ones that one always expect to see in the front when the interests of the L. A. W. demandable workers were, Messrs. Pratt, Harris, Bidwell, Kirkpatrick, Dr. Johnson, and Dr. G. Carlton Brown. Odd time was spent in the most violent exhibitions of lobbying in hotel corridor and room, and it was a poor representative who did not have to refuse at least a dozen offers an hour to drink, smoke, or dine, and it was a still poorer one who did. On Sunday evening a

A SELECT PARTY OF BOSTONIANS

and myself, upon the invitation and guardianship of President W. H. DeGraff, of the Harlem Wheelmen, occupied a box at a sacred concert, whereat the deponent saith not. After enjoying numerous specimens of sacred ventriloquism, song and dance, skatorial exhibitions, the party adjourned to a celebrated chop house, where Percy Ashley started the ball with a bottle of "extra dry," which no doubt accounts for a grievous error made by Representative W. I. Harris, of Boston, and for which I understand Chief Consul Hayes will prefer charges of "conduct unbecoming a Bostonian" when the delegation arrives at Boston. It was as follows: upon the bill of fare appeared in large type, a dish named "American Eagle," and Harris after looking it over very carefully, turned to the waiter and inquired confidentially "John, what's that?" and the waiter replied "Why! sir, them's codfish balls with an egg on to 'em." For a Bostonian not to know a codfish ball under any disguise, was too much for Chief Consul Hayes, and he proposes to bring charges as above, and I am to be summoned as a witness. I want to say just here, that Massachusetts ought to be

PROUD OF THIS SAME HAYES,

as, keeping in view the importance of the day to follow, he looked not upon the wine cup in any of its stages of color, nor upon the beer glass when it foamed. His head, figuratively speaking, is as long as his body is literally. The combine of New York, Massachusetts, and Ohio, for reform, and honest and capable men for office, was a perfect piece of political machinery. Mr. H. Kennedy-Child was present during the meeting looking like a Russian noble, in a fur-lined garment of mammoth proportions.

Taken all together, I don't think that at any meeting of the League or its officers have I ever seen more ability and good solid work done, and a more fraternal feeling or fairer dealing shown towards all, than at the one just closed, which was made a crisis in the association's affairs by the introduction of the rule or ruin rule, and the traitorous cry of secession, all of which was met with a bold front, and in open fight, strangled and forgotten. EGAN.

"The Other Side."

THE *North American*, Philadelphia, prints an article with the above heading in which Mr. Aaron and Mr. Wells are reported as making the following statements in substance. We cannot print in full, but we give the pith of the article. The charge that Mr. Aaron was "removed" is denied, and in substantiating this he points to his resignation and acceptance, as published in the *Bulletin*. The charge that he had appropriated \$5800, and had returned it with the explanation that he had retained it while temporarily insane, was denied point blank. He states that the moment the discrepancy was discovered, he notified President Beckwith and asked an investigation at the hands of an accountant. This was done and the accountant discovered that the cause of discrepancy was the very slipshod method of book-keeping practised in the secretary's office. The firm of Stanley Hart & Co., printers, received the contract to print the *Bulletin* because they were the lowest reliable bidders in open competition. The article goes on and complains bitterly at the unfair treatment and "trickery" used to elect Mr. Bassett and claims the appointment of Committee on Credentials and Proxies without authority or precedent and that the committee prolonged its session to such an extent that fifteen men from Philadelphia had to leave to meet business engagements before the meeting came to a ballot. This, together with the fifteen proxies thrown out, gave Mr. Bassett the victory. Mr. Aaron denies that he intended to embarrass the actions of Mr. Bassett in any way in taking possession. The above is the article boiled down.

ATTENTION is called to the advertisement and prospectus of D. Rogers & Co., page 198. The proposition set forth therein is decidedly novel, and will no doubt command consideration.

CORRENTE CALAMO

DID you hear anything drop?

THE L. A. W. and the A. C. U. don't speak as they pass by.

PHILADELPHIA in the dumps. But how Boston smiles.

THE School street chancicleer has crowded its last crow.

HENRY DUCKER is asked to take the floor and explain what he knows about Beckwith receiving commissions on the League uniforms.

WE wonder if the C. T. C. will persist in using the League badge for an emblem. Won't Mr. Shipton be mad when he learns that his great club is officially accused of piracy.

THE Springfield *Union* thinks the League row will get into the courts. The farther all hands keep away from the halls of justice the better. Let the matter drop.

THE engagement of F. Alcott Pratt, secretary of the Massachusetts Club, and Jessie Cate, of Wakefield, is announced.

PRESIDENT DUCKER's mantle seems to have fallen on worthy shoulders in the person of W. H. Selvey.

MR. A. H. OVERMAN sailed last week on the Umbria for England, to attend the Stanley Show. He will be absent some weeks.

WE are in receipt of two fine photographs of Mr. G. R. Bidwell's office and main salesroom, 313 W. 58th street, New York. Mr. Bidwell has one of the most attractive and well-appointed cycling emporiums in the United States, and he is pushing the Rudge's on New York with all the energy he is capable of, and that is a good deal.

MERRILL & WHITTIER, of Lynn, are fitting up a new store in Music Hall building, and will bloom out fresh and lively next crocus season.

THE Philadelphia *Item* seems to think it hard luck that while every other city has turned in a claim for records of some kind from its riders that Quaker town cannot furnish its quota. It calls on Kohler, Fontaine, and Burt.

WE cannot quite understand why it is necessary for the West to step in and prevent anarchy because Boston has secured the *Bulletin*. There is not going to be any "anarchy." The late episode is simply an indication that the East has not lost its grip yet. Why should there be jealousy?

IT is stated there are not a dozen men in Springfield, Mass., who are members of the L. A. W., or, in other words, there are not a dozen men who will renew this year.

THE *Post-Dispatch*, St. Louis, is chuckling over the *denouement* in New York. 'T is nuts for them.

IT is rather significant that a proposition was made that if Mr. Wells withdrew from the fight the charges would not be made against Mr. Aaron. It is also significant in this connection that while all the New York and Boston papers printed the charges, none of them had the decency to make room for the denials. — *No. American*.

HENRY E. DUCKER on the directory of the Springfield Club, will be just as pushing and enthusiastic in the welfare of the club as he was when the presidency was his. Selvey is reported as a rustler, clear through.

LITERARY "Ned" Oliver has been elected librarian of the Chicago Club.

COLONEL POPE was prevailed on by A. H. Overman to take to the gymnasium during the winter months. The consequence is that the colonel is rapidly developing the muscular tissues, and has reduced the fatty substance to the tune of about twelve lbs.

THE reason Rowe did not race Hendee, or Hendee did not race Rowe, seems to have simmered down into a nutshell. One was afraid, and the other dare not. That's the size of it, and it has taken pages and pages to elucidate this simple little fact.

MORGAN was intended originally for the ministry, and his progenitors lead his youthful and tender mind in the appropriate channels. But he was not built that way, and in making a good cyclist he no doubt spoilt an A 1 clergyman.

HAL GREENWOOD, the St. Louis hill climbing fiend, is doing what he can to get himself in condition for next year's ascensions.

THE soft, warm breeze of the Southern zephyrs, coupled with the copious downfall of tepid rain, have played merry havoc with the toboggan slides in Beantown and vicinity.

OUR breezy little friend, the *Star Advocate*, in decrying the *Bulletin's* attitude on circulation and other matters relating to the cycling press, says: "It (the *Bulletin*) should aim to encourage, rather than discharge cycling journalism, so that matters pertaining to the wheel may become more widespread, and a keener interest awakened where already the subject is no longer new. We hope to see a change in the tone of the *Bulletin's* editorial matter, for we are sure it will greatly please the big 10,000, and accomplish greater results of good for the cause of cycling."

FOR Southern tourist's benefit, we would say, if your way lies in the direction of Galveston, Texas, or Fernandino, Fla., don't leave either place without enjoying a spin on the unrivalled beaches of these two places. We have sampled the surface of the former, which stretches away for twenty miles south, and is as hard and level as a billiard table. We hear the Fernandino beach is just as good.

READ THIS, GENTLEMEN!!!

A Melancholy Fact, Perhaps, but alas, True.

The recent Minneapolis record of 1405 miles in 142 hours, which is claimed by another Company (see first outside page), actually belongs to

THE AMERICAN CHAMPION,

As this wheel was ridden two thirds of the distance by Schock. The facts of the case are as follows: Schock was persuaded to change his mount. He told friends of ours it was on account of a pecuniary inducement. So far, so good. He started in the long race with his light, tangent-spoke wheel. He rode it a matter of 15 miles and

IT BROKE DOWN.

He then mounted his old 40-pound Champion, and, much to his surprise, found that he could hold Morgan who had previously been rapidly gaining. He rode the Champion until he and Morgan went to bed. Stealing a march on Morgan, who had a two-mile start, he again started on the new machine, which had in the mean while been repaired, and made up the distance before Morgan could get ready. But Morgan soon regained the lead, and Schock again took his Champion and was able to hold Morgan. During the race, Messrs. S. F. Heath & Co., the largest dealers in Minnesota, wrote us, "Every time Schock gets tired he mounts the CHAMPION," and after the completion of the race, "Schock rode two thirds of the distance on the CHAMPION."

We have since interviewed Morgan, who confirms these statements, and for their truth we refer to all the officers of the race, as well as to the sporting editors of the Minneapolis dailies, or any wheelman spectator.

Schock evidently "BIT THE HAND THAT FED HIM" when he claimed that record for another wheel than ours. He was forced to take the "AMERICAN CHAMPION" because of its

EASY RUNNING QUALITIES.

This is surely convincing evidence of the truth of our claims.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

"Birthday Party" at the Bostons.

Six grave and irreverend friars sat at the head of a long table, at the Boston clubhouse, last Saturday night. The names of the venerable monks are the very irreverend Abbott Hodges, friars Dean, Childs, Turner, and Stadtmiller. In front of the irreverend father Hodges, a capacious punch bowl was placed during the brewing of which the flames ascended, and the most seductive odor arose. Down the centre of the two parlors of the clubhouse long tables were ranged with seating capacity of sixty, all filled. The instigator of this most unique entertainment, Mr. Donahoe, rose on his feet at the proper time, and stated in bright and witty terms that the members disgracing the head of the table (unfortunately for January) claimed that month as their natal one. He then proceeded to say the club committee had provided at an enormous expense a birthday present for each one of the cowed ones. It was a touching spectacle as the Abbé Hodges received from the hands of Mr. Donahoe, a miniature bucket shop (with real buckets). Tears bedimmed the eyes of more than one member, as Abbé Hodges accepted the gift, and returned thanks in his most soul-harrowing vein. Then when Mr. Donahoe, having gotten his feelings under control (and his eyes wiped), presented "our dear Joe" with a leg, the feelings of members proved too much for most of them, and sobs and howls made old welkin ring. At first it was the general impression that this was a model of Joe's leg, but those who had seen Joe dressed for a ride, knew better, the presented leg had a robustness that is not possessed by the limb of Joe. Accepting it as a "limb of the law," Joe made an exceedingly good speech, it smacked of the Supreme Court, and had a tang suggestive of "Halls of Justice."

As Mr. Donahoe carefully unwrapped the packet intended for Friar Child, intense was the curiosity to know what was therein. After the last wrapper had been taken off, there stood revealed a magnificent British lion, and majestically suspended from its terrible jaws hung a wooden nutmeg. See? Even now grave correspondence is going on between the American and English governments as to which country shall claim the Child as its own. Connecticut speaks with loud voice, "We, *we*, claim the honor, let Connecticut cease to exist if Child cannot be ours."

On the other hand, England remains adamant, as she was never known to let a good thing go when once she got her paws on it. So "relations are strained." We hear that Hillier has been to Downing street, and advised the English government to "let the bally perisher go." Friar Child made some very pertinent, and perhaps impertinent remarks in replying, and then sat down, covered with glory and punch. Shall we say how Friar Turner, the world renowned, and only "official dog slayer," *alias* Samuel

Smug, waxed eloquent and abusive, and finally had to be coaxed into sitting down by the united weight of Fr. Hodges, Stadtmiller, and the genial M. C. Shall we relate how the portly Friar Stadtmiller waxed warm when he received the magnificent present of a stove, how he searched on his chair, and under the table for "his ideas," and finally bobbed up serenely and pitched into the "Tom-tarts" present, who "still owed for their clothes, but could afford to come to the club and drink the punch when it was hot." Finally, shall we tell how, after all had spoken and sung, the irreverend fathers danced a stately minuet, to the tune of "Oh, Jim along, etc., etc.?"

Ah! we wish our space were longer, and our pen more fluent. The fun was immense, the witty speeches worthy of *verbatim* report, but alas, we cannot give them all. One thing, we can do, and that is to say, all hail! to Mr. Donahoe; and we tell him for his comfort he is held responsible for being the main-spring and soul of the best entertainment the Bostons ever had.

Ladies' Night with the Massachusetts.

LAST Saturday was undoubtedly the most enjoyable of these most enjoyable occasions held this season, at the Massachusetts clubhouse. Capt. Peck, seconded by his able committee, have been and were indefatigable in making these ladies' nights most delightful. President Higginson was present, as also were A. A. Pope, and in fact all the prominent members. Messrs. Chellius, Bowen, Registien and Lindell furnished excellent instrumental music. Miss Fay and Olliver, Miss Thorndike and Ryder gave some fine vocal selections. Col. Higginson addressed the members and guests in a happy vein. Dancing was indulged in until the clock hand pointed well towards Sunday morning. Refreshments were served by Caterer Blunt.

Springfield Club.

THERE is no club in the country where the election of officers is looked for with so much interest as the Springfield Club. This live, enterprising tournament club has more than a national reputation, it has a reputation world wide, that is in the world that knows and is interested in Cycling. We therefore announce the officers of this club with a good deal of interest: W. H. Selvey, President; D. E. Miller, Vice-President; Howard P. Merrill, Secretary; W. H. Jordan, Treasurer.

THE advisability of holding a tournament was discussed, but no action taken; this question will be thoroughly canvassed before next meeting, and probably then some action taken. Mr. Selvey is a *worker* and an able successor to Mr. Ducker, who, by the way, has not lost his grip, nor his interest by retiring from the presidency.

Important. Transportation Arrangements to the League Meet, St. Louis, 20 and 21 May.

THE committee are now perfecting the transportation arrangements, from the East, to the League Meet, and it is designed to make this trip to St. Louis complete in every detail. Special limited trains, and Buffet sleeping car service will be among the features. It is intended to consolidate, into one grand party, all wheelmen from New York, Massachusetts, and the East, New Jersey, Philadelphia and vicinity, and the South. By this plan, better rates can be secured. Special trains placed at our command, and other little comforts of travel ensured, which we will lose if our party is not consolidated.

I have undertaken, on behalf of the committee, to make these arrangements for the territory named, and will publish plans in detail as soon as completed. Clubs or individuals, will be furnished with all particulars on application to me, and later I will be in a position to name the rates from any point in the territory, to St. Louis and return. I trust the wheelmen will support the committee in this undertaking, and aid us in making this a great excursion. Watch the cycling press for particulars.

GEO. H. BIDWELL,

313 W. 58th street, New York.

For the Committee.

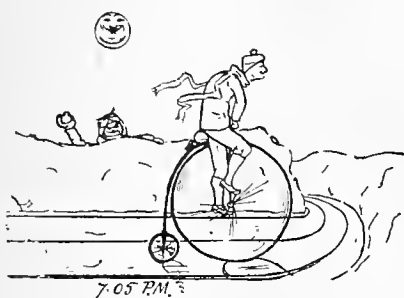
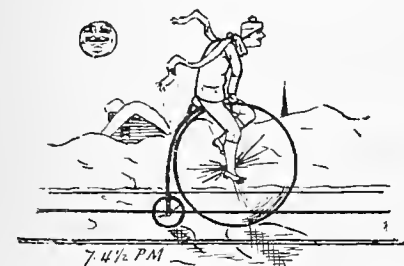
Wheel Board of Trade.

THE above body have organized and are now practically in working order. The officers elected are: John Read (of Wm. Read & Sons), president; H. D. Corey (of Stoddard, Lovering & Co.), secretary. Members: Pope Manufacturing Co., Overman Wheel Co., W. B. Everett & Co., A. G. Spaulding & Bros., Coventry Machinists Co., W. Read & Sons, Stoddard, Lovering & Co. The prime objects of the organization will be to protect themselves against imposition at the hands of agents, a "black list" of whom have already been started, and the names of those individuals who, in their business dealings with any member of the Board have not been on the square, do, and will be placed on this roll of "crooks." Again: The Board will establish a price on different machines, and the extras that may be added, and the agents representing the members of the board will be compelled to maintain these prices. The prices will be substantially as they are now. Woe be to the agent, hereafter, who does not keep his agreement. The trade will know him no more. Then, again, the members of the Board of Trade have their eyes and minds on certain amateurs, and promoters, and professionals, whose methods heretofore have not been above reproach or suspicion, to such the B. of T. will be as an iceberg, very cool. Of course we are not in possession of names, but the B. of T. is, and we would therefore sug-

gest to agents and riders to walk a chalk line or lightning will strike in their vicinity, sure. To sum up, the object seems to be a worthy one; it appears the aim is to purify the cycle business of all leeches, barnacles, and dishonest men. Relentlessly and honestly carried out, the Wheel Board of Trade has a mission that all wheelmen will wish success to.

"WINTER'S TALE."

(DRAWN BY PEDALS.)



CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Safety v. Ordinary.

Editor Bicycling World:—I would like to give "Change" my experience on a geared-up safety. In riding such roads as we in our part of the country are blessed (?) with, frequent dismounts are a necessity, so that to me when riding an ordinary, the most fatiguing part of a trip was the mounting. Last season I rode a Kangaroo, and found it just what I needed, and do not hesitate to recommend a machine of that type to any one similarly situated. I think it requires more muscle to propel it than an ordinary, but the saving of exertion in mounting, and the assurance of safety while riding, more than compensate for extra work called for in propelling. I can ride longer distances, and come in feeling better from a trip on my safety than I ever could while riding an ordinary. "Raff" may be right in saying a rider is fully as liable to headers on a geared-up safety as on an ordinary, but I have my first one to experience; while, when riding the same roads, on an ordinary, they were of frequent occurrence.

1346.

Good Words from Millbury.

Editor Bicycling World:—Your last issue of the WORLD fairly bristled with good things,—in fact, it was "a feast of reason and a flow of soul." No matter if fifteen inches of solid snow does cover the ground, it made me feel that the riding season was indeed near at hand, as I read with avidity, I assure you, the good things that the WORLD contained last week. I have thought that it was well nigh a foolish undertaking to attempt to publish during the winter season anything of interest regarding our favorite sport. But you seem to succeed so well you had better keep right on, and we who read the WORLD will back you up. We riders in this vicinity are all looking forward with great pleasure to the early spring days, so delightful for wheeling, and we are all ready to sing praises for the summer season, and bid good-by to old winter, with his ice and snow. Then we are greatly interested in the descriptions of the new mounts you promise to regale the readers of the WORLD with. That is a capital idea of yours, Mr. Editor,—that of giving your readers who ride different makes of machines,—an opportunity to speak of them in your columns. To speak of the good qualities, and of the poor points also. Why not? Now, I ride a Victor. I like that machine best. It is very strongly built, and easy running.

It is, withal, a handsome machine (*i. e.* mine is), and a fine-looking wheel is of considerable importance with me. There

are other makes of equally good build, no doubt. But I think if some one with an inventive turn of mind could contrive something to prevent "headers" it would confer a lasting favor upon the wheel fraternity. There is no question, but what the taking of "headers" is attended with great danger to life and limb. No doubt many are deterred from riding a bicycle on this account. Foote's Anti-Header does not do what is claimed for it; at least, it has not for me and I have tried it. The man, or men, who trots out into the market this spring a machine that is *safe*, will be a sort of *saviour* in his way. We don't wish any more dislocated knees, nor sprained ankles,—but something *safe* to ride.

W. B. S.

Wheelmen's Photographic Outfits.

Editor Bicycling World:—If "L. A. W. 9,024," who published a letter in these columns under date of 14 January, would appreciate a few "pointers" from a bicyclist who has been also a photographer, and has had experience in that line, he may read the following to his advantage, and welcome.

Rex Smith, a prominent and popular wheelman of Washington, is an enthusiastic photographic artist, and would in all probability give "9,024" some valuable hints on the outfit he desires, if he will correspond with him. Max Hausmann, of this city, is another. In company with a fellow-rider, he made a trip to the Natural Bridge and back some two years ago, taking with him a complete outfit, and preserving some of the most beautiful and picturesque points of interest on the route, a copy of them all now ornamenting the rooms of the Capital Club.

Both of these gentlemen carry a small 4 x 5 camera, and find its capacity all that is necessary for general work. Moreover, the lightness and compactness of the outfit renders it more easy of transportation. Hausmann rode on a sociable and used paper plates, I believe, but Rex Smith straps his to his back in two bags, one containing ordinary glass plates and the other the camera, and finds no difficulty in riding his Star with the complete outfit ever ready for use.

The developing should, of course, be done at home, or as your correspondent suggests, by some professional. I find that an instantaneous lens and an outfit that will permit of taking pictures "on the fly," gives the best results, although the cost is, perhaps, somewhat greater. While you are buying, however, pay a little more and get something that will answer every purpose, including the photographing of the close of important races. The latter may be useful in determining the winner, in case of doubt in the minds of the judges.

Outfits may be purchased from any of the leading photographic dealers, and satisfaction guaranteed; but Rex made his own camera and adapted it to his wants and necessities, and I look upon it as a gem in every way. There are, of

course, certain things to be looked out for when it is desired to use an outfit in connection with a wheel,—such, for instance, as lightness and compactness,—and the manufacturers have not taken these matters into as faithful consideration as a tourist would like. Therefore, if “9,034,” has an ingenious turn of mind and can handle tools at all, I would counsel him to build himself a camera, after looking over those of different makes and types, but to purchase his plate-holders and lens from the makers direct. Other details and points of information will have to be learned by actual experience with the outfit, and he must not be discouraged if his first or even his second attempts are failures. A VOICE.

WASHINGTON, D. C.

E. A. SAVAGE won the en-hour amateur bicycle race, last week at Minneapolis. He made the excellent distance of one hundred and forty-three miles, six laps. E. J. Hall was second, covering one hundred and forty-two miles, three laps. George Schultz, third, one hundred and thirty-eight miles, six laps.

“RACING and not bounce,” is what they want in England, from the American team about to depart for that country. Ah there! “Senator,” can you accommodate them?

IN consequence of the cares of business, Dr. Kendall has been compelled to resign the marshalship of the Eastern department. This is too bad, as if the Doctor could have been prevailed on to remain in office he would have done his usual energetic work.

THE Boston Club are to have open house, and a bowl of seductive fluid for the use of our thirsty visitors, 1 February. The Massachusetts Club will also extend the hospitalities of their fine clubhouse to the jolly Montreal boys.

A. C. U.

THE following circular has been sent out by the A. C. U.

ELECTION FOR 1887.

Dear Sir:—I hand you blank for election of officers for 1887, which must be returned on or before February 1, 1887. The members of the following clubs are eligible to office: Boston Bicycle Club, Lynn Cycle Club, Connecticut Bicycle Club, Nonantum Cycling Club, Springfield Bicycle Club, Lynn Cycle Track Association.

I would advise that this vote be not returned until after 27 January; but be sure that it does return before or on 1 February, that any necessary nominations may be made. Yours,

A. O. MCGARRETT,

Secretary.

P. S.—I most positively decline the use of my name in connection with that of the office of secretary.

A. O. MCGARRETT.

Morgan, Woodside, Temple.

THE farewell appearance in Boston of the American team, who sail for Great Britain 5 February, drew a large and select audience to Columbia Rink on Saturday evening, and they met with an enthusiastic “send off.” Racing men of all grades were present in strong force, and most of those who “did” the circuit last season with Woodside and Morgan were present to wish their stable companions *bon-voyage*, and much success. The entertainment over which “Senator” Morgan presided, as M. C., was first class, and gave great satisfaction. Seven events in general athletics were given, and cycling the main feature. Ralph Friedberg (or Temple, as he will be known abroad) made his initial appearance before an Eastern audience, and more than sustained his excellent Western reputation. The verdict of all present was that Ralph can not only hold his own with Canary, Hurst, *et al*, but can give them points in quick work and one-wheel business; he held the audience breathless when performing his most difficult acts. The Mdle. Zikoff of Mr. Friedberg was the cleverest piece of female impersonation it has ever been our pleasure to witness, and no one but those in the secret knew but what the wonderful acts done on the bicycle was done by Mdle. Zikoff, the “Lady.” The make up and impersonation was a really clever and nifty piece of acting. Ralph Temple will make his mark with the American team, for he is not only a clever trick rider, for his race with C. J. Young, whom he beat by a lap in the mile race, also shows him to be a muscular, speedy rider. W. J. Morgan announced, in a little speech to the audience, that the serious sickness of Woodside’s cousin prevented the latter from being present, he having had to leave for New York early in the day. We wish the American team every success. So well did this entertainment take, that they have consented to appear at same place to-night. They appear in Lynn on Monday. They sail on the “Belgravia,” Saturday, 5 February.

THE Coventry Machinist Company will bring out a new bicycle this year, called the “King of Clubs.” It is a light roadster with tangent spokes, hollow handle bars and felloes. It is a high grade machine in every respect. Description in full, and specification will follow in due time. Also the same firm are to introduce a new three-wheel tandem, and it will known as the new Marlboro’ tandem. The lines will be very similar to the present racing tandem of that firm’s make.

THE greatest distance ever ridden on a bicycle without a dismount (235 miles) was accomplished by W. J. Morgan, on a Columbia bicycle, at Minneapolis, 20 Dec.

THE Overman Wheel Company will put upon the market for the coming season, three high grade bicycles, the Victor Roadster, Victor Light Roadster, and Victor Safety; also a Crippler tricycle, and an imported tandem, all of the highest grade. All ready next month.

At a recent election of officers of the Mauch Chunk Bicycle Club, the following were chosen for the year 1887: President, Wm. C. Keith; vice-president, Alexander Murdock; secretary, H. A. Butler; treasurer, O. O. Jarrard; captain, Ira G. Ross; first lieutenant, Richard S. Ruddle; trustees, O. O. Jarrard, I. D. Beahm, Asa L. Foster.

THE Maverick Wheel Club have a large double runner which they think is the largest in this part of the country, being about twenty-three feet long, and they say she is going to be a flyer, if there are any other clubs in this vicinity have doubles they would like to try speed with them. The Mavericks will hold a party some time next month. Particulars later.

LAST week, Tuesday evening, the members of the Jamaica Cycle Club, accompanied by ladies, took a sleigh ride to South Natick, stopping at Bailey’s well-known hostelry, where a collation awaited them, passed a few hours in dancing and games. The event was very enjoyable, and will long be remembered by those who participated.

WE were very sorry not to have been able to attend the formal opening of the Brookline Club last week. We are more sorry because we hear we missed a most delightful time. The club is composed of the most prominent of Brookline’s rising generation, and will be heard from during the coming season often.

WE regret to have to leave out lots of club items this week for want of space. We will try and catch up next week. We wish to return thanks to club secretaries who have favored us.

THE TRADE

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Quadrant Tricycles.

MAKERS, THE QUADRANT TRICYCLE COMPANY BIRMINGHAM, ENGLAND, IMPORTED BY SAMUEL T. CLARK & CO., BALTIMORE, MD.

Editor *Bicycling World*:—To “set the fashion” in articles of dress or adornment, may or may not be a worthy ambition. To adopt the fashion thus set may

or may not be an acknowledgment of the great mind of the one who introduced it, or that the garment or adornment is the best suited to the wants and requirements of the wearer; but, when a piece of mechanism is said to "set the fashion," surely this is a royal tribute to the genius that invented it and an unequivocal acknowledgment that it best subserves the uses for which it is required; specifically, that a tricycle which has attained this proud eminence, must embody in its design, its principles, and its construction, points of excellence not attained in its imitations. So pronounced has been the public verdict in favor of the Quadrant, that every first-class maker has found it necessary to discard old types, and get as near as possible to its lines, and that it has not been copied outright is due only to the fact that the company which builds it owns patent rights which cover the essential vital principles which make the Quadrant what it is. That the above assertions are facts, note the following: *Bicycling News*, 23 October 1886, referring to the GOLD MEDAL awarded to the Quadrant, at the Liverpool Exhibition, says: "It is the first of the now numerous large steering-wheel tricycles, and has gone steadily on against adverse criticism and prejudice, until it has proved pretty plainly the properties of the big front wheel."

The *Cyclist Touring Club Gazette*, October, 1886, in reviewing another machine, says: "We believe in the motto, *Palmarum qui meruit ferat*, and at the outset we gave it as our opinion that the leading principle the machine embodies—that of providing and controlling a large pilot wheel without the intervention of the usual forks with their attendant springiness and vibration—would never have been devised in its present shape, had it not been for the success that attended the introduction of the Quadrant tricycle, practically the pioneer of the large steerer type."

The *Cyclist* 6 October 1886, in some hints to manufacturers and agent, says (abbreviated), that "the style for 1887 will be front bicycle steerer, guide wheels twenty-four to thirty inches, some method for reducing vibration, horizontal fork with handle post behind the wheel (a strongly favored style) three or four bearings well spread over the axle, the stuffing box system (or firm steering) will in the majority of cases replace the automatic gear." Just what the Quadrant No. 8, has been throughout the past two seasons.

The Quadrant, therefore, has set the fashion in the large pilot wheel and firmly and smoothly controlling it.

Horizontal forks and long front wheel axle, which completely annihilates springiness and vibration.

Bicycle steering with steering post sixteen inches behind the steering wheel axle, so there is no vibration of the arm bones of the rider.

Rigid or firm steering. The pilot wheel rests securely wherever it is set, the hands do not clutch the handles, but rest lightly in place.

Extended bridge, with three or more bearings spread over the main axle, lending strength where it is most needed.

What more can be said, except to produce as negative evidence of the fact that the Quadrant is distinct from other types, that it is innocent of Stanley head or steering fork, of ball bearing gear or double axle, of automatic steering gear or stuffing box of jointed neck or antivibration springs, of hinge joint at the root of the steering post, or any such dead or dying contrivances—to which its superior and peerless devices alone gave the deathblow.

S. T. CLARK & CO.

The foregoing pretty clearly sets forth the claims in general, advanced by the makers of this "pioneer of the large front steering wheel."

In matters of detail the Quadrant is quite up to the mark, all its gears are engine cut, all its bearings and wearing parts well hardened, its finish all that could be desired; in fact, it has lavished upon it the best of workmanship and the choicest of material.

The above will explain the distinctive principles and merit of all the Quadrant tricycles. We may add, however, that Messrs. Clark & Co., assure you that the Quadrants that will come to America this year, have been specially built for our rough roads and elements of strength added which must still further popularize these wheels.

In addition to several minor improvements for 1887, all machines will have

Double-butted spokes, adding strength, and facilitating replacing a broken spoke.

Ball Pedals, with square rubbers.

Travelling Mud Guard, to turn with the steering wheel.

Townsend's Combination spring and saddle, the only universal weight carrier, self-adjusting.

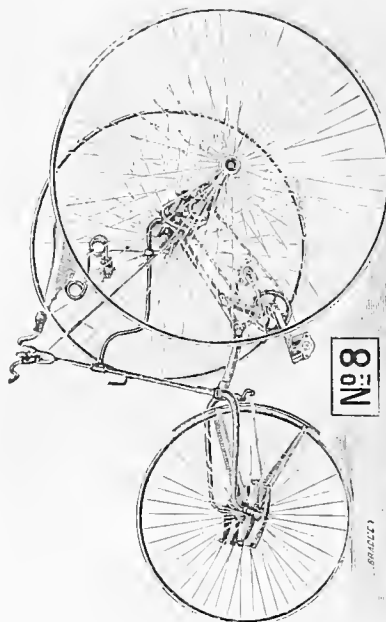
Quadrant Tricycle No. 8.

FOR GENTLEMEN ONLY.

The first machine we will describe, will be the well-known No. 8, or bicycle steering pattern intended for gentlemen only.

SPECIFICATION.

Central geared, double driving, double band brake, protected from oil, adjustable ball bearings to all parts (three on main axle, two on crank axle, two on pilot wheel axle), seven-eighths tires, ball pedals, 40-inch driving wheels, with solid felloes and 60-inch direct double-butted spokes, and six-inch hub, 26-inch pilot wheel with solid felloe and 46-inch direct double-butted

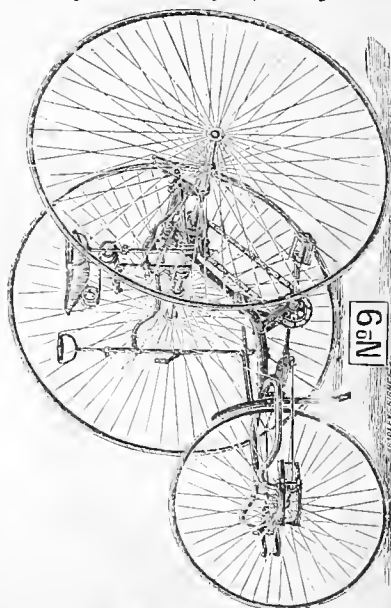


spokes. Quadrant differential gear in centre of axle. Standard gear, 52-inch, higher or lower as desired. Total width thirty-nine and a half inches. Total length (40 inch), 70-inch. Narrow doorways will admit this tricycle by removing one wheel and half of the axle, which is effected in a few seconds. This is a feature of the machine.

FINISH.—Both axles, handle-bar, brake lever and rods, steering rods, saddle pin cranks, pedals, and all nuts and foot plates nickelled, the balance beautifully enamelled, plain black. For weight and prices, see Messrs. Clark & Co.'s catalog.

N. B.—The above-described machine has a record of 2.38 for a mile on the road—19 June, 1886, at Biggleswade, which speed is seventeen seconds faster than the tricycle record on the path, and has never yet been approached on road or path.

Quadrant Tricycle, No. 9



SAME as No. 8, but open-fronted, with adjustable spade handle on either side, the right hand steering on the left operating the brake. Two inches longer than No. 8, and a few pounds heavier; suitable for either gentleman or lady.

PRICE, same as No. 8.

Patents.

REPORTED by N. L. Collamer, Patent Attorney, etc., Room 47, St. Cloud Building, Washington, D. C.

A. A. Carter, Newark, bicycle.

G. D. Ferris, Springfield, Ill., bicycle.

G. Haynes, Jr., Boston, Mass., and A. E. Schaaf, Buffalo, N. Y., anti-friction bearing.

C. M. Linley and J. Biggs, Southwark, Eng., velocipede.

L. F. Mohr, Howard Centre, Iowa, velocipede.

H. M. Pope, Hartford, Conn., velocipede.

G. W. Rodecap, Middletown, Ind., velocipede.

C. A. Bouck, New Carlisle, Ohio., bicycle.

W. L. Fish, Newark, N. J., lantern-supporting arm for bicycles.

G. E. Whitmore, New Haven, Conn., tricycle.

F. G. Baker (trade mark), Chicago, Ill., articles for cleaning and polishing metal.

Nat. Brown, Emporia, Kan., swing bicycle.

W. S. Evans, Clyde, Ohio, bulletin board.

Wm. C. Hall, Sycamore, Ill., laying concrete.

A. P. Merrill, Fall River, Mass., wheel for velocipedes.

Photographic patents:

W. H. Boles, Syracuse, N. Y., photographic burnisher.

CYCLISTS' TOURING CLUB

C. H. POTTER,

Acting Chief Consul,

99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: David M. Carey, Front street, Exeter, N. H.; Albert N. Dow, 14 High street, Exeter, N. H.; Forrest L. Ellison, Front street, Exeter, N. H.; Fred. S. Felloes, Portsmouth avenue, Exeter, N. H.; Augustus H. Giddings, Linden street, Exeter, N. H.; S. Wallis Merihew, 906 Jackson, Wilmington, Del.; George M. Nesbitt, 50 Wall street, New York, N. Y.; C. A. Seidel, 728 West Market street, Pottsville, Pa.; Stephen A. Smith, 24 Exchange place, Boston, Mass.; W. G. Waggoner, 156 Gay street, Albany, N. Y.; A. F. Wyman, New Bedford, Mass.; Dr. E. Y. Bogman, 161 Benefit street, Providence, R. I.

APPOINTMENT.—Consul for Warren, R. I.: Charles S. Davol, Warren, R. I.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

Note the Price Per Line

UNDER THE HEAD.

5 CENTS

Send in Your Advertisements.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

WANTED. The address of postage stamp collectors. E. T. PARKER, Bethlehem, Pa.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

WANTED. — Bicycles and tricycles for cash. Give make, finish, exact condition, and bottom price. NEW YORK BICYCLE COMPANY, 21 Worth Street.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

LOOK! IT WILL PAY YOU!!

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ING AND STATIONERY AT WONDERFULLY LOW RATES. All goods carefully packed to any address in U. S. A.

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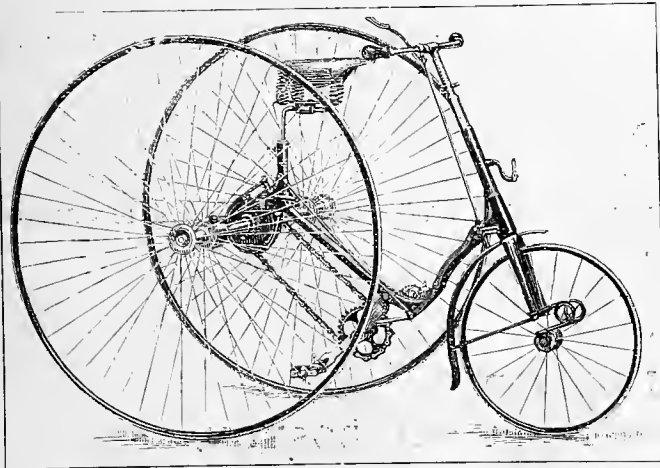
GOOD NEWS FOR AMERICANS AT HOME.

For the convenience of "Kin Beyond Sea," J. MOSCRIPT PYE (of the above firm), who has had great experience of the varied requirements of American

ladies and gentlemen, acts as GENERAL AGENT, and executes with economy and despatch commissions intrusted to him for ANYTHING LARGE OR SMALL that may be wanted from Europe. Correspondents in all parts. AMERICAN MANUFACTURED GOODS AND PATENTS, AND COMMERCIAL CONCESSIONS GENERALLY, PLACED ON THE EUROPEAN MARKET. PRELIMINARY FEE, \$100.00. Relatives traced, Schools and Tutors recommended. Investments made in best securities. Save time, trouble, and expense, by communicating with MR. PYE, 154 WEST REGENT STREET, GLASGOW (nearly opposite the American Consulate). A remittance should in every case accompany instructions.

THE MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

The Coventry Machinists Co., Ltd.
239 COLUMBUS AVENUE - - - - - BOSTON



From Manitoba to the Gulf of Mexico,
From Eastport to the Golden Gate,



The Majority of Wheelmen Ride Columbias.



THESE ARE OUR WITNESSES.



Nine years of hard service upon every grade of American road has not worn out a COLUMBIA.



The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.



The wise wheelman rides a COLUMBIA. The unwise is getting wisdom and a COLUMBIA.



POPE MFG. CO.

79 Franklin Street, Corner of Arch Street, BOSTON.

12 Warren Street, NEW YORK.

— **BRANCH HOUSES** —

291 Wabash Avenue, CHICAGO.

THE World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
5 cents a copy.

BOSTON, 4 FEBRUARY, 1887.

Volume XIV.
Number 14.

*Any bicycle is
good enough*

If it has compressed cushioned
tires,
And has Bown's adjustable ball
bearings all round,
And is every ounce forged steel,
And has a detachable saddle,
And has square rubber pedals.

If you do not know
of such a machine,
send to the
Overman Wheel Co.
for a suggestion.

Extract From "CUNARD CYCLE CO.'S" PROSPECTUS

"D. ROGERS & CO., Limited, of Newark, N. J., will continue to act as Agents for the United States. In a recent communication from them, they state that the Cunard Machines are very popular, and that they anticipate a large increase of orders for next season."

D. ROGERS & Co. LIMITED

Incorporated under the Laws of the State of New Jersey. Capital, \$100,000 in 20,000 Shares of \$5.00 each. Issue of 5,000 Shares.

Payment to be made as follows: \$2.00 on Application and \$3.00 on Allotment.

DIRECTORS.

JAMES SMITH, 677 High Street, Newark, N. J. D. H. ROGERS, 75 Clinton Avenue, Newark, N. J. G. S. WOOLMAN, Orange, N. J., and two other Directors to be elected at First Meeting of Shareholders.
BANKERS: Manufacturers' National Bank, Newark, N. J. COUNSEL: Messrs. Coult & Howell, 766 Broad Street, Newark, N. J.

PROSPECTUS.

This Company was organized on 2 August, 1886, for the purpose of carrying on the sole United States Agency for the sale of the celebrated Cunard Bicycles and Tricycles, manufactured by Frank Gibbons, of Wolverhampton, England, and appointing subagents therefor; and, although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American Wheelmen.

In December, 1886, however, Mr. Gibbons's business was converted by him into a Limited Company, under the name of the "Cunard Cycle Co.," with a capital of \$250,000, which amount was subscribed several times over by public subscription. The following gentlemen constitute the Board of Directors of the English Company: Viscount Pollington; Sir Stephen Hill, C. B.; Major Harry Creigh; W. H. Maitland, C. and M. E., and Mr. Henry Osborne, late manager of Messrs. Rudge & Co., limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Co.," report as follows:

"LONDON, 26 November, 1886.

"THE DIRECTORS OF THE 'CUNARD CYCLE CO.':

"Gentlemen, — I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard Co.' These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum; but with additional buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done, and would show a profit of 25 per cent on the capital of £50,000. This result is obtained, to my knowledge, by the principal firms in the trade at Coventry, and with Mr. Gibbons's machines, which are equal to those of any other maker, and are becoming very popular, there would be no difficulty in realizing this result.

"(Signed) HENRY OSBORNE."

D. Rogers & Co. have secured the most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the spring, also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of Bicycles and Tricycles are paying enormous dividends, and that the public has until now had no opportunity of participating in such profits, the capital in nearly every case having been privately subscribed by a few individuals, and no shares can be purchased, even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares (\$5.00) will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment, in proportion to the amount subscribed.

To enable subscribers residing at distant places to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements whereby such may be recorded by proxy.

As the Directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses and Forms of Application, with Testimonials, can be obtained at the Company's Offices,

75 CLINTON AVENUE, NEWARK, N. J.

The Certificate of Organization may be seen at the Offices of the Company's Solicitors.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

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Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the *World* for one year, \$1.10. We have a few of the first edition of the book, which we will sell at 5 cents each.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions pertaining to cycling and photography by an expert in those branches. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, room 47 St. Cloud Building, Washington, D. C.

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Will you send for our FREE canvassing outfit to-day? If not, why not? It costs you nothing to make a trial canvass. **THE PENNY WEEKLY** is an elegant 16-page paper, and is only 34 cents per year. Six months on trial, with premiums, 25 cents. Nine out of ten persons who have that amount in their pockets will subscribe. Each subscriber receives 52 weekly copies of the cheapest paper published in the world, a subscriber's CERTIFICATE OF INQUIRY, and a book of 52 Penny Weekly Inquiry Coupons. Send to-day Address **THE PENNY WEEKLY, CHICAGO, ILL.**

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FOR ANTI-FRICTION BEARINGS.
--OF BEST CAST STEEL--
HARDENED, GROUND AND BURNISHED

3-16" to 3" diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.

MURRAY'S,
100 SUDBURY STREET,

is the place to have your repairs done, as he keeps a large stock of parts on hand. Prices low. Discount to dealers. Second-hand machines bought and sold. Headquarters for the **AMERICAN CYCLES**. Catalogue free.

In and Around Cape Ann. By Geo. S. Webber, Jr. An entertaining little volume, as well as a valuable guide and hand-book for those who visit Cape Ann, Mass. The book illustrates and describes Gloucester, Magnolia, Chebucco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. The book is a valuable addition to cycling literature. Price, 75 cents. This Publication and the *World* for one year, \$1.50.

TO ADVERTISERS!

For a check for \$20 we will print a ten-line advertisement in One Million issues of leading American Newspapers and complete the work within ten days. This is at the rate of only one-fifth of a cent a line, for 1,000 Circulation! The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers;—or FIVE MILLION READERS, if it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about 75 words. Address with copy of Adv. and check, or send 30 cents for Book of 176 pages.
GEO. P. ROWELL & CO., 10 Spruce St., New York.

We have just issued a new edition (the 161st) of our Book called "Newspaper Advertising." It has 176 pages, and among its contents may be named the following Lists and Catalogues of Newspapers:—

DAILY NEWSPAPERS IN NEW YORK CITY, with their Advertising Rates.
DAILY NEWSPAPERS IN CITIES HAVING more than 150,000 population, omitting all but the best.
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A SMALL LIST OF NEWSPAPERS in which to advertise every section of the country; being a choice selection made up with great care, guided by long experience.

ONE NEWSPAPER IN A STATE. The best one for an advertiser to use if he will use but one.

BARGAINS IN ADVERTISING in *DAILY* Newspapers in many principal cities and towns, a List which offers peculiar inducements to some advertisers.

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5,493 VILLAGE NEWSPAPERS in which advertisements are inserted for \$41 a line and appear in the whole lot—one-fifth of all the American Weeklies.

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The Most Fascinating of Winter Sports.

HEADQUARTERS FOR

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Agents for the celebrated "PROCTOR" Toboggan, which for strength and speed excels all others.

Send for } **New York Bicycle Company,** { Discounts
Circular. } to Clubs.

38 PARK PLACE.

Dealers in new and second-hand Bicycles and Tricycles. Specialty in exchanging old for new mounts. Agents for the "COLUMBIA."

BICYCLE SUPPLY CO.

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NEW HAVEN - - CONN.

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BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio,

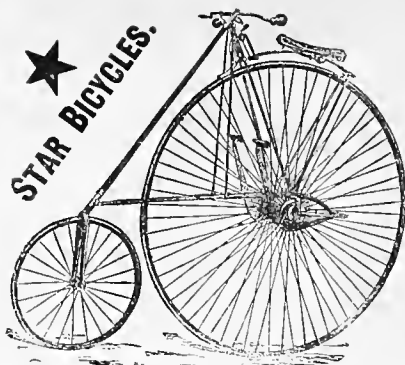
For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

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LARGEST STOCK OF SECOND-HAND BICYCLES IN
AMERICA.

BICYCLES REPAIRED and NICKEL PLATED.

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SAFE, PRACTICAL *and* FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles
First American Machine to make more than 20 Miles
within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed
and Grade.

Won all the First Premiums, when in Competition,
since 1881.

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Smithville, Bur. Co., N. J.

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SOLE AGENTS FOR EASTERN MASSACHUSETTS.

SECOND-HAND WHEELS.

Bought, Sold, and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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BICYCLES ON EASY PAYMENTS.

Columbia, Champion, and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makes, at from \$6 40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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THE MOST DAINTY AND CHARMING BOOK EVER
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THE CENTAUR.



Bicycles of all sizes, for Youth and Men.

Agents, send for Catalogue, prices and terms.

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784 to 794 Madison Street, CHICAGO.

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LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

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 Six months "75
 Three months "50

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G. R. Bidwell, 313 W. 58th Street, New York.

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King Wheel Co., 51 Barclay Street, New York.

Geo. D. Gideon, 1539 Race St., Philadelphia.

H. B. Hart, 813 Arch St., Philadelphia.

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Sam'l T. Clark & Co., 4 Hancock St., Baltimore.

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LORD & THOMAS, NEWSPAPER
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 49 Randolph St., Chicago, keep this paper on file
 and are authorized to **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 4 FEBRUARY, 1887.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

MASSACHUSETTS cyclers will be pleased to learn that the present blue laws, which allow defendants to set up as a defence, in case of an accident, that the plaintiff was riding on Sunday, are likely to be changed.

IF the United States Government accepts the Chicago gift of Highland Park, and establishes a military station there, the cyclers of that city should see that a military road is constructed to con-

nect the garrison with Chicago. The park is twenty-five miles from the city, and a good road of that length would be a great boon to the local wheelmen.

ARE Mr. Bassett and Mr. Aaron aware that by the peaceful adjustment of the pending feud they have deprived the cycling public of an exciting sensation?

OUR Mr. Dean wishes to state that he positively declines to allow his name to be used in connection with the office of secretary of the A. C. U.

ONE Wm. G. Clark, we don't know who he is nor where he belongs, but he has petitioned the Boston Board of Aldermen for permission to introduce a traction engine to take the place of horses. We hope his petition will be granted, as horses can go on bad roads but traction engines and cycles need smooth highways. Horses must go, and he sooner the better.

So the Philadelphia press thinks Boston is not inclined to treat Mr. Aaron fairly? While we think the matter had better drop, a reasonable portion of our columns are open to Mr. Aaron and his friends.

SPRINGFIELD is in a ferment over Mr. Atkins' letter, wherein he expresses the desire to work the club for "suckers." He has an exceedingly elegant way of expressing himself, to say the least of it.

It goes without saying that Mr. Atkins' principals were not aware such a letter had been written, or that such *motives* inspired Messrs. Atkins and Roe to join the Springfield Club.

Fable of the Adventurous Bicyclist.

A YOUNG bicycle once living in San Francisco decided to make a journey round the world. Accordingly, it set out upon its long tour, and after traversing many countries, and seeing many strange people, at length came to China. For a time all went well, and it received hospitable treatment, but after awhile the benighted heathen of the middle kingdom—a people who had never heard of Christianity, or seen a Salvation Army—sadly impeded its progress. Great stones and deadly missiles filled the air in every town through which the bicycle passed, and sometimes the way was a path beset with danger. But the heathen authorities held the mobs back by force of the law or by cunning, until the "foreign devil" as it was called, had finally been gotten

to a region of safety, when it was allowed to proceed upon its journey.

This fable teaches how much more blessed it is to give than to receive,—(kicks, medicine, and advice); and also, how necessary it will be for future American bicycles contemplating tours in the Celestial Empire to first become naturalized and wear pigtailed. It also illustrates the magnanimity and justice of modern (American) civilization as exemplified on the Pacific slope, compared with the barbarism of the benighted people of Oriental lands.

A Letter not Intended for the Public Eye.

THE following extract taken from a letter written to Mr. J. H. Shurman, of Lynn, by Mr. A. L. Atkins, explaining why Rowe wanted to join the Springfield Club, has now become public property, and it shows how very careful a man should be not to put anything in black and white, that he does not care to be brought up against him. We suppose the cause that led Mr. Shurman to publish the letter was an aggravating one, still, we cannot quite condone this breach, as the letter evidently was a personal one. Speaking of the assistance needed by Rowe, Atkins says he does not want money,—

"But what he does need is the assistance of the management of the Springfield races, so that they can manipulate the racing so that the whole gang of racers won't be able to get at Will at once; so that if there are heats to be run off he won't be placed so he will have to run Furnivall and English and Webber, in his heat, and then have to race them over again in the final, but the management will fix it so he has a snap in his heat, and so save his strength for the final. There are a hundred other ways that the management will (and have agreed beforehand) help him. The Englishmen all get these favors, and so stand a better chance than our Americans do. Why should not Will be allowed to stand on an even footing with them? I have been connected with three tournaments at Springfield, and one at Boston, and know that a rider who stands in with the management, is O K in his races. Will has no intention of leaving your club, and will always sign his application to races as from Lynn, and will receive all the free advertising as America's amateur, as a member of Lynn, all of which redounds to the credit of your club, and if your club can get some other club to pay the bills while you reap the glory, I don't see what they have got to kick against. The club makes Will a member for life, without dues, so his expenses as a club man are nil. I joined the Springfield Club at the same time—what for, do you suppose? for same reason that Will does, so as to play them for suckers during the tournament. Will comes here in May of next year, to stay and train until fall. He must be friends with all the boys here in order to use them during the tournament. As you know, Will does not race entirely for glory, and under his changed circumstances he has to do a little different than he formerly did. He is very much hurt at your unjust criticism of his actions. If you make a track at Lynn, Will will race on it just the same, if he does belong to a Springfield Club. Why don't your men kick because Will is a Thorndike man? I repeat, he cares nothing for the Springfield Club, except to make use of them in his racing at their tournaments,—play them for suckers. Of course, we do not care to have them know our reasons for joining, but make them think we are Springfield men, because if they knew our real reason for joining, I am rather afraid they would not want us. You boys are too touchy about Will; he is a Lynn cycle man, clear through to his backbone, and your unjust suspicions about him, which you men have showed several times during the season, have hurt him more than you know. Why can't you trust him as he trusts you, and let him act for what is his best interest. He won't do anything that you will be sorry for.

A. L. ATKINS.

Send for "Cycledom," Ah Tong's Adventures. Price, 50 cents.

From Alabama.

I HAVE been a silent, though appreciative reader, of your columns for three years; to which fact I owe much of my cycle knowledge. I have often thought of telling the northern and eastern wheelmen of a place in Alabama, called Gadsden, a town of four thousand souls, twelve of whom are active wheelmen. We are

EIGHT STARS AND FOUR CRANKS,

and all true devotees. We expect to swell our numbers considerably the coming summer, as our town is on a big boom, occasioned by coal, iron, and railroad developments. Our roads are fair, particularly so either up or down the river, which is skirted by mountains. The river roads are always near the base of the mountains, and are solid gravel and slate. In town the riding is good, for except on Broad street, we always take the sidewalks, and they are never impassible. We have two hills that would interest Eastern or St. Louis hill climbers. They are *mortal terrors*, and 't will take a clever athlete to surmount either. They are just too much for my six-feet-and-two, with my one hundred and ninety pounds. Three years ago I was sport for the town when astride a

52-INCH WOODEN WHEEL,

but now that some of our most prominent citizens ride the docile steed, 't is neither an amusing toy nor an eyesore to the old fogies. Last summer we had a very successful tournament, in which a wheelman from Lynn, Mass., participated. He, with several of the Birmingham (Ala.) boys came up. The fastest mile on our track, so far, is 3.33 $\frac{1}{2}$. 'T is an eight-lap, and not as smooth as should be. In the coming spring we hope to improve our course. We know neither makers' amateurs nor professionals, but go in

FOR SPORT SOLELY.

With your permission, I will, in the near future, tell of a few of our club runs, and of the amusing expressions the unaccustomed country folk often make. Yes, we do have club runs, though not on sand-papered roads, but we enjoy it all the same. Next month I expect to have the opportunity of coasting the gentle swells of Washington, D. C., and rolling over the macadam of the "Orange Wanderers"; also, may drink from the reservoir well of Boston, — I guess I won't drink water, though, for I'm told cyclists don't drink water in winter — and when in Rome, I always do as the Romans do. More anon. J. B. T.

CERTAINLY it is a fact, that this tobogganing craze is a vast improvement on the roller skating madness that possessed our people until this last winter. The benefits of the out-of-door exercise is a great advance in the right direction over the stuffy close roller rinks. Long live the toboggan.

A Trip on Wheels to the North of Ireland.

BY KENNEDY-CHILD.

"OH yes, at all costs we must make the Causeway a visit," and the chorus of assent to this somewhat decided statement, actually suggested the possession of more enthusiasm than I had bargained for; when I, who had made the first suggestion, perhaps hoped for a *less* decided acquiescence.

The facts were that a small party of us had decided to tour through the North of Ireland upon that steed of all the most serviceable, the cycle, and after making a somewhat lengthy and comprehensive run from and through the south, we had at last reached Belfast; time pressed, and it had been suggested that we should cross to England and try the famous roads of that country. Our party consisted of three young ladies and four men, all six hailing from Boston, and one an American resident; healthy,

HEARTY, YOUNG AMERICANS,

their object being the acquiring of a greater knowledge of the country they had decided to visit. The south had exhibited wonderful beauty; we had lingered lovingly at Avoca; Killarney had thrown its mantle of enchantment over us all; the Blarney stone had been duly kissed, and Dublin Castle viewed; Phoenix Park ridden through and the English soldiers admired — we had lived in a land of romance and poverty, of poetry and peasantry, of whiskey and milk, but now the black north claimed us for a time, only to, as the south had done before, bewitch us with its varying loveliness, and bind more firmly than ever the fetters which shall ever hold us, devoted lovers of the Emerald Isle.

The Giant's Causeway, was naturally the first point to make for, and with a desire (that amply repaid us), to view the famous Ulster Coast, we decided to take the equally famous coast road to Larne and from thence to Ballymena, Ballymoney, Coleraine and Portrush, thence to the goal of our wishes. It was a delightful morning in latter end of August that we mounted our machines, at the entrance of the Imperial Hotel, and started for Larne where we were to take luncheon.

THE RESPECTFUL GREETINGS

of the poorer class of artisans and mill girls, whom, proceeding to the scene of their daily labor, we met in hundreds, reminded us, and not distastefully, that Ireland was still the home of courtesy; and the interest evinced in the ladies of our party would doubtless have been embarrassing had it proceeded from any but the people it did. "A happy journey to yez," and "May the devil fly away wid yer enemies," were the salutations which fell upon our ears, as we passed along York Street to reach the coast road; this occupied us about forty-five minutes, owing to the

really bad paving of Belfast streets. How shall I describe the glories of Belfast Lough? how attempt to express the vision of that August morn by the shimmering sea? The tide was full in, and dainty, playful waves came dancing, tripping, up almost to the road; away on the right the distant flats could be easily seen; the passing fishing boats, the idly anchored vessels, the rap, rap, rap, of some distant paddle of a steamer, coupled with that semi-transparent haze, only to be seen in Ulster, — make up as complete a picture of marine delights as ever fell on mortals' senses. On the left, towering up in strong magnificence, but with its sides decorated here and there with patches of glorious green, rose Mount Tom, and the sun rising across the lough, cast a

PATH OF GLORY AT ITS FEET,

making the fields of flax and grain a flood of gold.

We reached White Abbey, and passing through, noticed some grand residences, and a couple of mills. We were subsequently informed that Sir Something-Somebody, a son of Colonel ditto, ditto, a distinguished and much be-starred individual, resided there (we found this common, though). On we sped, over a very hard, and very bumpy road to Carrick Fergus, remarkable as the scene of a famous battle in one of the more recent wars of Ireland (*i.e.* James and William) but chiefly known now as a junction on a remarkably bad line of railroad, and recognized as the B. and N. C. Ry.

"BEASTLY AND NOT COMFORTABLE,"

the local wits have it. On we sped keeping up a steady eight miles an hour, our ladies going gallantly, but were they not mounted on the lightest and best of cycles, and themselves the pluckiest and steadiest of cyclewomen. We met but few people, and indeed, the majority of those we did meet, evidently from their style of equipage, were pigjobbers or dealers of the district. We reached Larne in time for a quiet little twelve o'clock lunch, and, after strolling through this somewhat quaint old town, — which has the distinguished honor of being called upon each week by one of the Atlantic lines, and is the nearest port of Ireland to Great Britain, the coast being clearly visible across the channel, — we turned our wheels in the direction of Ballymena, where we decided to spend the night. The first three miles from Larne is over one of the

TOUGHEST AND LONGEST HILLS

I have ever known a road to be carried over. The road winds round and round the hill, and as each successive turn presented itself, we feel that surely it must be the last. Well, at last we *did* reach the end, and resting for a little, we gazed on the view behind us. We must have been one thousand feet above the little town we had started from, it lay nestling in its frame of green, a picture of peace. Behind stretched in every direction the Georges Channel, and in the distance the



Hello, I just want to say a word about the

RUDGE LIGHT ROADSTER

For 1887.

Among the improvements in it, you will notice the following:

SPADE HANDLES, perfectly adjustable and detachable.

FULL FRONT FORKS, without adding to its weight.

LONG CRANKS, thereby obtaining great power.

THE TOWNSEND PATENT COMBINATION SPRING AND SADDLE. Details later.

BACKBONES, large section.

These are only a few changes, but every part of the machine has been carefully considered in detail.

Guaranteed to stand 200 lbs.

Wait until you see this machine before purchasing.

CATALOGUE READY IN A FEW DAYS.

RELIABLE AGENTS WANTED.

STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

N. Y. Headquarters: GEO. R. BIDWELL, 313 W. 58th St.

FACTS THEY ARE, GENTLEMEN, And Worth Your While to Read.



1. We built the first hollow forked ball bearing bicycles in the United States.
2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
3. We have been manufacturing Cycles for eight years, but we do not belong to the Board of Trade
(so called), of Boston, or any other combination.
4. We own the Largest Cycle Plant in this country, and paying no profits to contractors, we are
able to sell our products at manufacturers' prices.
5. Our machines are made for road riding, and hold all of the important World's Road and Long
Distance Records.
6. We believe that records made on a frail and delicately constructed wheel show no superiority
in a Roadster.
7. If we thought they did, we should have made a racer long ago, though we never have.
8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in
vital points, and not reproductions of foreign ideas.
9. We shall take great pleasure in submitting our new Catalog to your inspection and criticism.
It contains detailed descriptions of by far the most varied and extensive line of Cycles and
sundries manufactured in America. Our separate catalog of parts, telegraphic code, hints,
instructions, etc., mailed on receipt of one cent stamp.
10. We are, Very respectfully,

GORMULLY & JEFFERY MFG. CO.

Scottish hills towered up and faded, lost in the clouds. I think sentiment must have agitated one of our number for Miss Gerty, was heard distinctly to express her intention of marrying (should an opportunity present itself) the happy owner of this lovely spot.

From the summit of the hill a splendid run down of at least two miles almost compensated us for the weary grind up-hill. We reached the bottom, glad beyond expression to find a quiet little hamlet with a "licensed inn,"

WHERE WE "REFRESHED,"

and conversed with the local post office official. During our conversation he discovered our nationality, and this led him to disclose to us some of his official secrets, principal among which was a statement to the effect that every money order he handled came from America. We were here much struck with a statement made by the priest to our medico, who informed him that a case of drunkenness had not come under his notice for many months. This, indeed, we found to be the general condition in the small villages, where the population does not admit of rival factions being organized. The road to Ballymena proved rather uninteresting, but we found the inhabitants made up fully for the country, and many a jolly little sally we had with the laborer engaged in his agricultural duties. Just previous to entering Ballymena, a little incident befell the "Rover," who was some quarter of a mile ahead. Some wrathful specimen of

THE GENUS "HOG,"

not content with occupying the greater portion of the highway with his trap, insisted upon our gay young pioneer dismounting from his silver fifty-four. This, perhaps, owing to a somewhat eccentric national idea that the rights of a wheelman were equal to that of a horse driver, aided and abetted somewhat by the strong aroma of alcohol, which, contrary to natural laws, seemed attached to the occupant, he refused to do. Our friend in the trap was dogmatic, and, to settle the controversy, struck our gay youth across the face with his whip. One result was certainly achieved. The "Rover" dismounted, but so did the other party, only he *struck very hard*. This was the only case of incivility we experienced, though we were the greater part of seven weeks in the country. We reached Ballymena in time for an early supper, having covered some fifty miles that day. Ballymena has little to attract the visitor who may have only curiosity to induce him to visit the city. Its principal businesses we found were pork curing and spinning.

(To be continued.)

THE wild untamed west are throwing hot shot at the amateur rule, they are pounding and hammering away with all the fervor born of conviction and detestation of the "snobbishness born of the old feudal class system."

An Artist in France.

BALLANCOURT, SEINE-ET-OISE, FRANCE.

WE had planned a trip to some little villages away up the river Seine, about eight miles above Etampes, but the wind had been blowing with such fury for the past two weeks, that it was simply impossible to ride, so on the morning of 19 October, we were somewhat surprised to find the elements in a state of rest. A thick fog, crawling along the surface of the wet ground in a clumsy sort of way, seemed to melt overhead, where the blanched face of the sun was seen trying to peer through the gray atmosphere. We got the little crowd of three together, and, after strapping our overcoats on to the machines, and taking as much *café au lait* as we could conveniently swallow, sallied forth out of the town, bowling along over the pavements, much to the amusement of the old women and children, who were watching us from the sidewalks, windows and doors.

Before we had covered three miles, the sun came out, and the fog seemed to be tearing itself away from the ground, leaving little shreds caught upon the bushes, and trees, and bits of uneven ground. As it rolled up, we could see the men working in the fields, women in their white caps and blue aprons picking up potatoes, and here and there the

RED-TILED ROOFS GLEAMING

through the soft gray mist. I won't say that it was like the raising of a veil, that is a used-up expression.

We took the *route nationale*, which led us up on to a great plateau, and then straight across to the river valley. Two long rows of trees stretched away before us, and, excepting the peasants with their clumsy teams, an occasional flock of sheep and stack of grain, there was nothing to interrupt the stretch of bare plain, extending from horizon to horizon.

My friends on the tandem were setting me a pretty stiff pace, but being *nouveaux* at the pedals, I could manage to keep them within sight until we began to descend into Etampes. The road at this point makes a sudden bend, both side-wise and downwards. The tandem shot forwards, and I followed. Away we went, our coats standing out straight behind; the wind buzzing through our wheels as we rushed along.

Here the road extended before us almost perfectly straight, and was covered overhead by enormous trees, not a team in sight. The tandem was rapidly becoming

A SPECK IN THE DISTANCE,

I, wishing for a hundred or two pounds of ballast, followed along at an enthusiastic gait. Down we went, and turning another bend, were surprised to find Etampes stretching out before us in a wide valley, sheltered by high hills, and to hear the sounds of a busy city, rattling of teams, trumpet blasts, and the echo of a brass band. It is beautifully situated,

and contains one or two churches that are quite ancient,

A little further, and we come to a standstill at the bottom of the hill. The long coast of nearly a mile had put us in excellent trim for the hill which we expected to find on the other side of the city. A terrible hill by the way. Here I had the advantage over the *nouveaux* arriving at the top, and having a good rest before their red and reeking faces appeared around the bend.

The road across these plains is up and down hill, and of little interest, so we made up for lost time, doing the eight kilometres in twenty minutes, hill and all (no record breaking, but we were n't after that, you know).

I do not remember a thing on that stretch of road but an

OLD WOMAN AND JACKASS.

I distinctly remember the latter animal, because I never happened to be in such close proximity to one of those musical quadrupeds before. I do not know if he took us for relations of his or not; but he seemed to have the desire to speak, and, in order to arrest our progress, backed across the road. Then the song began: he stretched forth his neck, raised his nose into the air, opened wide his jaws, and with a curl of his upper lip began to draw in his breath. It came hard, but he was bound not to give it up. By pumping the air into his lungs in this way, he got the rusty machinery inside agoing, and then, oh! then, came forth such tones as are indescribable. It has been likened to a rusty, squeaking pump, and perhaps that does express it; only I should say that fourteen rusty pumps would come nearer the mark.

At last the machinery ran down, or something gave out, I don't know which, and the old woman, grasping the situation and her whip at the same time, laid it on to the beast (the whip, not the situation), and managed to bring him around into the position on the road allowed by law.

Shortly after, we arrived at a cross road, and the blue signboard directed a short turn to the right, down a long winding road. Another great coast which I had to myself, it being so rough that the *nouveaux* did not dare let out. (Insufficient break.)

At the bottom, I awaited their arrival in a mud-puddle at the corner of a ruined chateau. Of all the

DISMAL PLACES I EVER STRUCK,

I think that the worst. Right in the midst of a swamp, the soil like a wet sponge: tall, dismal, lonely looking trees, their trunks bare for twenty feet, and then a miserable little tuft of foliage at the top, one or two hovels that seemed to be sinking into the ground, and last but not least, a chateau, or the remains of one. I believe the village, for it was a village, is called Fontaine la Rivière, and I should think it was, without a doubt.

Presently we arrived at another village

of more promise, and on inquiry were advised to go to Saelus, two or three kilometres further on, for our *dejeuner*. It was after 12 M., and our appetites were simply ferocious, so we started out at a good round pace along a little narrow lane, scarcely wide enough for our machines. That ride around under the hill, down through the valley, over old bridges, with high hills on either side, so near to us that it seemed as if we could lean over and touch them, soon made us forget our hunger, and we sat back in our saddles the better to enjoy the pictures everywhere visible. Presently all became obscured by a thick growth of trees that met overhead, and on emerging from this shady alley, we found ourselves in Saelus, a small manufacturing village, devoted principally to woollens I believe.

(To be Continued.)

CURRENTS CALAMO

NEW ORLEANS wheelmen will parade during the Mardi Gras festival 21 February.

IT is hoped Tom Stevens will be in Boston some time this month, the guest of the Massachusetts Club.

W. W. STALL will sell the "Quadrant" in Boston this year for S. T. Clark & Co.

AMATEUR-PROMATEUR-PROBLEM Her-ring will be off for Japan in the spring.

SANDERS SELLERS will race again this year. He wants to meet Furnivall.

PROFESSIONAL races on the *path* will be unknown hereafter. Debating societies will settle the question of superiority henceforth, and the man who talks the longest time, brags the most, and utters the greatest number of words, will be declared the winner.

WE are in receipt of papers from Australia, announcing the continued success of those twin trick riders, Maltby and Rollinson.

To the glut in race meetings last year in England is assigned the disastrous financial results.

"THERE is soon to be a cold wave in our midst," said a local cycling editor, and then he surprised his internals with a glass of ice water.

C. E. HUNTINGTON, of Hartford, refuses to allow his name to be used in connection with the L. A. W. presidency.

THE death of Louis C. Lueders, of St. Louis, has cast a shade over the men who knew him, and knew him to admire him. Quick consumption was the cause.

NONE of the American team use tobacco in any form. Two of them do not use liquor at all, and one, only very moderately.

OUT of the eighteen races between Wood and Woodside last fall each man won nine, honors easy.

MR. DUCKER says he is "done" with cycling, but the League's investigating

committee says it is not "done" with Mr. Ducker.

As we supposed, the party who writes over the *nom de plume* of "Daisy," will contribute to the *League Bulletin* hereafter.

NED OLIVER will take a ten days' whirl among the large cities of the West in the place of Mr. Gormully, who usually covers that ground annually himself.

MR. BASSETT is working along, and we are glad to say ex-secretary Aaron is giving the new secretary assistance.

MANAGER ATKINS, through the *Globe*, now says the reports of his interviews as to the merits of Rowe and Hendee are "largely fictitious." How about that unfortunate letter A. L.?

MR. GEO. R. BIDWELL, of New York, has been in town making arrangements for his stock of Ridges for next season. He is combining pleasure with business, and has been the guest of Colonel Pope and several other well-known wheelmen.

WHITTAKER will take to the road and sell, until time to go into training for the Clarksville race, 22 May. The Western men are ready to back him with cold cash as the winner in that event.

WE called down at No. 79 Franklin street the other day. The faces and forms were familiar, though the surroundings were strange. The arrangement and fittings of the new headquarters of the Pope Manufacturing Company are right up with the times, and on a much more roomy and complete scale than at the old and now well-known number "597."

MR. W. B. STOCKWELL, of Millbury, Mass., is one of the most enthusiastic wheelmen in the State. Mr. Stockwell is well and most favorably known as an organizer of present ability and good promise. He is thus spoken of by Prof. Eugene Thayer, of New York, in the following high terms:

"Mr. Stockwell has been a very faithful student, and proposes to go on with his studies until he shall reach a high position. He is a young man of fine promise, and destined, I think, to occupy a high position. He is one of the kind our profession needs."

"WE have long seen the advantages which accrue from a combination of the pastimes of photography and cycling, and that the dual pursuit is becoming pretty general we are aware. Additional proof comes from a reader at Leeds, who says: 'It is curious to note how photographers and cyclists are blended together. Three of my intimate friends are photo-cyclists—two took up photography as a companion for their wheels; the other *vice versa*. Fully two-thirds of the members of the Leeds Photographic Society are cyclists.'—*Cyclist*."

THOMAS STEVENS writes from San Francisco: "I shall leave here Saturday, 22 January, travelling east *via* Portland,

St. Paul and Minneapolis to Chicago. Upon my arrival at Chicago, I want everybody to consider me as blotted out of existence for the brief space of a week, whilst I scurry off down into the backwoods of Missouri, to pay my respects to a certain old lady who has shed silent tears on the pages of the *Outing* magazine, as she has read there of dangers and difficulties about my path; and who has prayed as regularly for my safe return, as ever faithful Musselman prostrates himself towards Mecca. After that, I shall take pleasure in endeavoring to show my great appreciation of the kindly welcome I hear awaits me at the hands of my fellow wheelmen.

CORRESPONDENCE

(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)

Claims the Championship.

Editor Bicycling World:—I see by your valuable paper of 21 Jan., that Mr. Woodside claims to have beaten me in a ten-mile race for the professional championship of Pennsylvania. Such a statement from Mr. Woodside is absurd in view of the fact that I was an amateur of good standing, and raced in amateur races only; the first and only professional race I ran Mr. Woodside was on 25 October, for the five mile championship of Pennsylvania, and was run at Canton, Pa., and in which I easily defeated Mr. Woodside. If you will send to the *Elmira Sunday Telegram* or the *Blossburg Register* they can easily prove my assertion. If Mr. Woodside wishes to claim the professional championship of Pennsylvania let him run me for it on any fair track in America; and not on paper. And then, if he beats me, the championship will be his. And until he does, I sign myself

JOHN BROOKS,

Five-mile Professional Champion of Pennsylvania.
BLOSSBURG, PA. 28 January, 1887.

Prince v. Morgan.

Editor of Bicycling World:—Omaha is worked up to a large extent upon bicycling matters, and the L. A. W. *Bulletin* is in decidedly bad odor just now for its action in regard to the Prince-Morgan fiasco. Thinking that the readers of the *Bulletin* would like news of bicycling interest from Omaha, which is rapidly becoming a great wheeling centre, I wrote two long letters to that paper, giving everything of interest, and explaining Mr. Prince's side of the Minneapolis trouble. It seems that Morgan, under the *nom de plume* of "Spokes," makes a specialty of writing himself up, blowing about his abilities, and running down his opponents. He writes for the *Bulletin* gratis, and it is understood that when that much-talked-of "European trip" takes place he is to correspond for the L. A. W. organ. The said organ refused to pub-

CUNARD

**BICYCLES.
TRICYCLES.
TANDEMS.
SAFETIES.**

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

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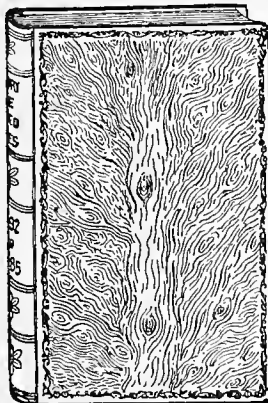
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BICYCLING WORLD OFFICE - - 179 Tremont Street, Boston, Mass.

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

lish the Omaha letters, it is supposed for fear of offending Morgan. However, the public are pretty well acquainted with the performances of Mr. Prince, and those of Mr. Morgan, so it is entirely unnecessary to compare the "gentlemanly" Prince to the "hippodrome man" from Minneapolis. On top of their refusal to publish Omaha views on the subject, the *Bulletin* had the immortal gall to send a bundle of papers out here, with a request that Mr. Prince would distribute them at our great tournament, which takes place to-night. Mr. Editor, will you kindly publish this little effusion, just to let the wheelmen of the country see that Mr. Prince and the Omaha boys, who are all L. A. W. members, by the way, are not treated right by the League organ. Those *Bulletins* will not be distributed at the tournament. If they want recognition, they must recognize us. Enclosed find programme for the exhibition of this evening.

Yours,
LUCIEN STEPHENS.

Mr. Barkman's Record.

Editor Bicycling World.—Mr. A. B. Barkman, of the Brooklyn Bicycle Club, is credited in the cycling press with an 1886 mileage of 8,086. This remarkable figure so far exceeds all other records, not excepting those of the noted English riders, G. P. Mills and A. J. Wilson ("Faed"), that the writer—and, without doubt, the cycling public generally—would be interested to know the particulars of the log of this enthusiastic wheelman, whose *daily average* was over twenty-two miles. Will he kindly favor us with his monthly totals, number of riding days, and largest and shortest rides? Did he use cyclometers? (if so, of what make, and were they checked?) or did he depend upon map measurements and route distances?

Fourteen of Mr. Barkman's club-mates are credited with so many thousands and hundreds of miles "or over" in round numbers. We remember the story of a cyclist whose astounding records he *naively* explained as follows: "Why, you see, I ride at a ten-mile-the-hour pace, so I take the time when I go out, and when I come in multiply by ten, and I have it."

A *record* is a performance of which there is indisputable proof as to its exact accuracy. Guess work is of no value. A rider who does not care enough for his record to carry a reliable cyclometer should not call upon his imagination at the end of the season, even for the glory of his club.

CERRIG-Y-DRUIDION.

Safeties.

Editor Bicycling World:—Perhaps "Change" has decided upon a mount by this time, but if not too late I should like to say a word favoring my choice. I make it a practice to give the new wheels I run across a trial if possible, that I may

better judge their respective merits, and demerits. I commenced wheeling about six years ago, and have kept it up ever since, in no year riding less than 1,500 miles; and oftener my mileage has reached 2,000. During this time I have tried several makes, and no less than four different types, including the ordinary, two geared "safeties," and the Star. Although I have chosen and settled down to one mount, I still ride the other occasionally to keep in practice and study the differences. In the matter of safety I find the Star all I can ask, never having sustained a fall that landed me otherwise than on my feet since commencing its use, and then, in nearly every case, with the machine held from lying on the ground. The past season I rode nearly 2,500 miles, over the rough and hilly roads of Maine and New Hampshire. I never saw a hill so steep I could not ride down with safety, and its hill-climbing powers need not be spoken of. The lever motion is far easier than the rotary for long distances, and possesses many advantages that I would speak of, if I were not afraid of using too much of the *WORLD'S* valuable space. The mount of any of the Stars under fifty-one inches is very easy indeed, and not much practice is required to mount from a standstill in almost any place, but it takes considerable practice to learn to mount the larger sizes well in narrow places. The steering appears somewhat sensitive at first, but this soon disappears, and the machine almost steers itself. However, I think I could ride an ordinary in a six-inch rut with less attention, so far as riding steadily is concerned, I consider the Star the safest of all wheels, except, perhaps, those of the Rover type, and these have so many faults, in my estimation, that I would not recommend their use. The worst header I ever took was from a Kangaroo, and the worst shaking up I ever experienced was while riding a wheel of similar pattern. [We judge from the foregoing, that the writer looks on the Kangaroo and Rover as similar. That is a mistake if we understand the above aright.—Ed.] The Star, fitted with oscillating spring, is the freest from vibration of any wheel I ever rode. The larger the wheel the better it rides over rough ground, and for this reason I would not recommend a wheel of less than forty-eight inches to a man living where the roads are poor. For perfect roads, and in daylight, any of the leading types are all right, but for give and take roads, wet and dry weather, through thick and thin, if you value comfort and your neck, ride the Star; it will carry you through. I should be pleased to correspond with "Change" on this subject.

DIRIGO.

Taylor's Patent Treadle.

Editor of the Bicycling World:—I noticed in the *Scientific American* about a year ago a description of a treadle for bicycles, patented by a Mr. Taylor, of

Salt Lake City, Utah. It was claimed that it was a great improvement on the ordinary pedal motion, giving greater power, etc. Will you kindly say, through the columns of your newsy paper, if you know of this device being tried, and, if so, what has been the verdict?

Yours truly,
CANADA BIKEMAN.

CHARLOTTETOWN, 21 January, 1887.

[When Mr. Taylor was in Lynn last October, we tried to see him and his device, but failed to do so. We know nothing, from personal observation, of the workings of this attachment. Mr. Taylor had some strong testimonials, however. We have not heard anything in regard to it since date mentioned. If, however, there are any of the readers of the *WORLD* who can give any information on the subject we shall be obliged.—Ed.]

What I Saw in the Way of Hats in Boston.

It has been my good fortune in my travels, to see many unique and picturesque things in the way of covering for the brains—I mean the head. Burley Ayers's "Big 4" tourists, in my mind, held the championship for sensational head-gear, until I visited Boston, and in my humble opinion, "Beantown" fairly rivals even Burley's tourists, for the time being, in what men call hats.

Strolling down Tremont street last Thursday, I chanced to meet "Joe" Dean, of *BICYCLING WORLD*—and who has not heard of "Joe," who is now, by the way, not only an all-powerful editor, but also a J. P., before whom the criminal doth tremble. An apology for a once fine \$8.00 Christie adorned the magisterial brow, and the battered condition of said tile led me to enquire if he had been tobogganning. "No, he had unfortunately been herdic-riding with four other gentlemen,"—only five, mind, in a poor one-horse herdic. The magistrate should have fined the driver for cruelty to animals. I suspicion "they had only been down to the club."

Same day, sauntering down State street, I met E. C. Hodges, of the Boston Club. Here, again, I discovered another true novelty in the way of winter head-gear. The genial Hodges was puffing away at the abominable cigarette, while a tiny, light-colored tile, with small rim, was balanced at an angle of forty-five degrees on the cycling cranium, producing a summery effect, quite in contrast to the sloshy, muddy, narrow streets of cold, dreary Boston.

Dropping in to see E. G. Whitney, on Merchants Row, the same day, I found the Captain of the Bostons in the midst of much merchandise, leaning back in a chair with a boot-black pursuing his legitimate trade, and I verily believe the said Whitney was giving him the necessary "tips" which would eventually make him fit for the important post of either secretary-editor or official handicapper

to the L. A. W. A rimless straw hat with a generous hole in the top, through which a luxuriant shock of blonde hair protruded, was the chosen head gear of this other Boston Club man. Seeing that the only three I have quoted are members of one club, what, in Heaven's name, do the others wear? SPOKES.

Le Trappeurs.

SOME two hundred stalwart athletes clad in blue and white regulation snowshoe costume descended from a train last Tuesday morning in the Lowell depot. These men were members of the celebrated Le Trappeur Snowshoe Club of Montreal, over whose expected visit Boston has been all agog for the past few weeks. "Five feet of snow in Montreal," sadly said one of the members; "but you have n't a flake here." And then he fell to scratching his nose as he ruefully regarded his snowshoes. Le Trappeurs are not the men to make the *worst* of a thing, and soon they were all merry as grigs, and enjoying what the reception committee had planned for their entertainment. As Mayor Beaugrand, of Montreal, was with the party, the men, headed by the Victoria Rifles band, proceeded to the City Hall, and were welcomed by Mayor O'Brien; from thence to the State House, to pay their respects to Governor Ames, and then to dinner at the Quincy House. As there was no snow, a trip down the bay took the place of the sports. The torchlight procession, with the addition of some fifty local tobogganists in costume, was a very pretty affair. The unique entertainment at Music Hall was hugely enjoyed by a large and fashionable audience, the "bouncing" being especially relished. Governor Ames was presented with a beautiful design of the Trappeur badge in immortelles, and a pair of snowshoes, which he shouldered in true Trappeur style, and marched off the stage in triumph. Snow having fallen during Tuesday night and Wednesday, the club were enabled to carry out the programme of the races, all of which were well contested and enjoyed by a large crowd. Le Trappeurs left for home Wednesday P. M.

St. Louis.

It is rumored here that Mr. Kirkpatrick will run for the next League presidency. We are glad of it, and his record as a hard worker should insure his election.

SIX more Ramblers have gone over to the Missouri Club. Both clubs meet next Tuesday, and the Ramblers will settle the disbandment question.

"Who will be our next chief consul?" is often asked. J. S. Rogers will not serve again, and it is more than likely that W. M. Brewster will succeed him.

GOOD roads and weather are waking the riders up. All are preparing for a big time at the meet, and look forward to its pleasures only. BREVITY.

Result of Mail Vote.

THROUGH the courtesy of Secretary-Editor Bassett, we are enabled to place before our readers, this week, the result of the mail vote on Dr. Blackham's mail vote.

For 80
Against 30
Unsigned 1

This vote is on the questions:

THE RESOLUTION.

Whereas, The L. A. W. requires pure amateurship as a qualification for membership, and, therefore, should have full control of the question of amateurship,

Resolved, That the L. A. W. hereby asserts its supreme and sole jurisdiction over legitimate amateur cycling athletics in the United States of America.

Resolved, That it refuses to acknowledge any division of this jurisdiction.

Resolved, That the Racing Board and Membership Committee be instructed to ignore any action or pretended action on the part of any other organization claiming to affect the amateur standing of any wheelman for acts done, or omitted to be done, in connection with cycling in the United States of America. Nor shall the record of such action be admitted even as collateral evidence in cases before the Racing Board or Membership Committee.

Resolved, That if any wheelman has been suspended or expelled by our Racing Board or Membership Committee on account of said pretended action of any other organization, they are hereby restored to full and unblemished amateur standing.

WE regret to hear that Mr. Fowler, so long in charge of the advertisement department of the Pope Manufacturing Company, is shortly to leave Boston, having accepted a position in New York, with the Waterbury Watch Company. The best wishes of Mr. Fowler's many friends will go with him.

THE 1887 Catalogue of the Pope Mfg. Co. will be out the 10th. Send for one.

THE Columbia tandem promises well. It is to have a long wheel base. 40 in. drivers, and 26 in. front steering wheel.

AN ingenious arrangement whereby a Cunard No. 1 tricycle and an ordinary front steering trike can be converted into a tandem is presented by D. Rogers & Co., of Newark, the Cunard agents in this country. The claims are: absolute safety, great brake power, front rider steers, and plenty of room between riders.

R. HOWELL, the English champion, intends to do considerable racing on the Rudge bicyclette the coming year. He believes it to be faster than the ordinary.

MR. G. R. BIDWELL, of 313 West 58th street, New York City, recently sold Cornelius Vanderbilt a 54-inch Rudge Light Roadster.

WHEEL CLUB DOINGS

THE annual election of officers of Ariel Wheel Club, Poughkeepsie, N. Y., took place 11 January. The following were elected: President, W. C. Sterling;

secretary and treasurer, F. J. Schwartz; captain, G. L. Sterling; lieutenant, Fred. Atkins; executive committee, W. T. Ward and I. R. Adriance.

AT a regular meeting of the Williamsport (Pa.) Wheel Club, held Friday night 14 January, 1887, the following officers were elected, viz:—

President, Dr. F. J. Richards; vice-president, Frank R. Otta; secretary, J. E. Colket; treasurer, W. H. Painter; captain, Dr. N. R. Hubbard; first lieutenant, Joseph Gann; second lieutenant, Ira A. Dayton; first bugler, J. W. Bowman; second bugler, Elmer E. Sheffer; first color bearer, A. C. Shoemaker; second color bearer, Charles E. Gohl.

THE Somervilles gave their second assembly at Odd Fellows Hall, Winter Hill, last Thursday evening. The club talked of spreading out and securing a whole house for themselves.

THE Boston Club men will go to Montreal in special cars that will be side tracked and used as sleeping and boarding places during their stay. The club steward will go along to manage things. The ninth annual dinner of the club will take place at Parkers to-morrow night.

THE Leominster Bi. Club held its second annual ball and concert 27 January. Representatives from local clubs and Boston were present. The decorations were fine and the music excellent.

THE Kings County Wheelmen held their sixth annual reception last Thursday evening at Knickerbocker Hall, Brooklyn.

THE certificate of the incorporation of the King's County wheelmen was filed in Brooklyn, 11 January. It is signed by William W. Share, Edward A. Bradford, George W. Maybie, Alpheus L. Brown, Leonard C. Wilder, Charles W. Babcock, William N. Stebbins, Charles E. Jayne, Charles H. Luscomb, and George E. Bartlett.

AT the annual meeting of the Melrose (Mass.) Cycle Club the following officers were elected: President, N. R. Jones; treasurer, W. C. Stevens; secretary, F. P. Pierce; captain, B. F. Eddy; first lieutenant, J. N. Hopkins; club committee, B. F. Eddy, C. L. Sprague, H. L. Johnson. The club has fitted up its rooms, and is in a flourishing condition.

THE following officers for the ensuing year have been elected by the Buffalo Ramblers: President, John S. Kellner; vice-president, Emmet S. Wade; secretary, Louis Bruch; financial secretary, C. G. Wanenmacher; treasurer, George C. Laub; captain, William L. Fuchs; club committee, the officers named with Howard B. Root, C. G. Glanz, Fred A. Barnes, and C. W. Holland.

THE Lynn Club are talking of enlarging their accommodations, and are negotiating for rooms next their present headquarters. The rumor that the club and the Boscobels is merè vapping at pres-

ent, and from what we could learn is likely to remain one of the things that "might have been." The Lynn Club have not that enthusiasm for the A. C. U. as to insure their joining this body as a Club next year.

THE Salem Bicycle Club is no more; it disbanded 12 January, and on the ruins thereof, a social club is said to be building, "How have the mighty fallen."

SINCE the practical disbandment of the Providence (R. I.) club, that city has shown a decline in cycling interest, but, as the following will show, a determined effort is to be made to organize a get up and get club.

PROVIDENCE, 21 January, 1887.

Dear Sir,—You are hereby cordially invited to attend a meeting to be held in Room B, Narragansett Hotel, at 7.30 o'clock P. M., Friday, 28 January, for the purpose of forming a Live Bicycle Club. We hope you will make an effort to be present, or if you find it impossible to do so, please write to either of the "committee," stating whether you are favorable to the movement, and wish to become a charter member.

Yours fraternally,

W. W. WHITTEN,

E. A. GODDING,

4 Westminster street.

H. L. PERKINS, Box 193,

Self-Appointed Committee.

THE Philadelphia Club, since moving into their new quarters, have just boomed. Eighty names are now on the rolls, and a good many applications waiting action. From the fact that Mr. Ewing Miller talks of resigning the captaincy, Mr. G. Osborne and Mr. E. W. Burt seem to be talked of as the coming men.

NIAGARA FALLS BICYCLE CLUB, Niagara Falls, N. Y.—Annual election resulted as follows: H. W. McBean, president; W. A. Shepard, Captain; W. S. Campbell, lieutenant; Geo. G. Shepard, secretary-treasurer; A. G. Reeve, color-bearer; Otis Phillips and Neil Campbell, directors.

WALTON BI. CLUB, Walton, N. Y.—Officers elected for the ensuing year: J. W. St. John, president; F. A. St. John, vice-president; Geo. C. Seeley, treasurer; John P. White, secretary; E. L. Guild, steward; Geo. S. Fitch, captain.

CRAWFORDSVILLE RAMBLERS, Crawfordsville, Ind.—Organized, December, 1886. Officers elected: W. H. Pontious, president; H. F. Hutton, vice-president; T. Rass, secretary-treasurer; F. B. Nicholson, captain; H. T. Coons, lieutenant; Mort. Insley, bugler; Mort. Keegan, L. E. Cumberland, F. E. Eastlack, Mort. Insley, H. F. Koons, club committee.

LANCASTER CYCLE TOURING CLUB, Lancaster, Pa.—Officers elected January 6th, for the ensuing year: John A. Burger, president; Geo. F. Kahler, vice-president; C. H. Obreiter, secretary-treasurer; S. B. Downey, captain; D. S.

Smith, lieutenant; Geo. F. Kahler, Bugler; John A. Burger, color-bearer.

PENNSYLVANIA BICYCLE CLUB, Philadelphia.—Officers elected for 1887, *Isaac Elwell, president; *C. D. Williams, vice-president; *Lee R. McKinsstry, secretary; *W. S. Harper, assistant secretary; E. M. Aaron, treasurer; *C. A. Roberts, captain. The above, with Messrs. H. B. Worrell, John A. Wells, and W. D. Supplee, form the Board of Directors.

THE Owls of Chicago held their annual election and dinner on the 9th. They elected H. T. Post, president; F. T. Harmon, captain; and Mr. Dickerson, secretary and treasurer; and then assisted by members of other clubs demolished a cart load of palatable, but indigestible grub.

THE captains of the Massachusetts, Newton, and Brookline Bicycle Clubs have already pinned their faith to the 1887 pattern Rudge Light Roadster.

THE Elizabeth Wheelmen held their annual meeting for the election of officers, on the 11th inst. The officers elected were as follows: President, H. E. Duncan, Jr.; vice-president, T. F. Bergen; secretary, George C. Pennell; captain, George E. Martin; first lieutenant, Louis B. Bonnett; second lieutenant, L. K. Hazard; sergeant, A. S. Brown; color bearer, A. Caldwell; bugler, S. B. Bowman; surgeon, Dr. A. H. Oliver; club consul, J. C. Garrenson; trustees, Messrs. Faulks, P. A. Oliver, Hutchinson, Crane, Thirebaugh. The report of Capt. Martin as to the amount of riding done during the past year, shows that fifty-six club runs were taken, twelve of them being by the ladies' division. Lieut. L. B. Bonnett was the winner of the medal awarded to the member attending the largest number of club runs, he having taken part in twenty-three. S. B. Bowman and Walter Leary rode one hundred miles within twenty-four hours. One lady member rode to Morristown and return in one day. Twenty-five members covered 1,030 miles and over during the year, the highest mileage being 3,767, by D. B. Bonnett, 2,235 miles were made by A. S. Roorbach; 2,235, by L. B. Bonnett; 2,020, by H. Caldwell; 1,968 miles, on a tricycle, by J. O. Roorbach; and 1,808½ miles on a tricycle, by Dr. Oliver. The total mileage of the club footed up 52,563½. The number of miles ridden each month was as follows: January, 1,075½; February, 1,808½; March, 2,735; April, 6,258; May, 9,072½; June, 8,030½; July, 5,647½; August, 5,097½; September, 4,672; October, 3,530½; November, 2,338; December, 944. The members, during their jaunts, traversed nearly every section of New Jersey besides portions of New York, Connecticut, etc. Two members rode to Pine Brook and return, a distance of forty miles, on 23 May, in 4.15, including stops. The highest average is credited to W. Leary, 1,097 miles in

thirty-nine days, or twenty-eight and five thirty-ninths miles per day. The mileage for 1887 will reach very close to 75,000, as the members are going for business as soon as the roads are fit for use.

WE have received from Messrs. Stoddard, Lovering & Co. a photograph of their principal bicycle salesroom in Boston. It shows to a good advantage some three hundred Rudge bicycles and tricycles, and we believe that it is the largest bicycle salesroom in the world. At one end of the room the offices are situated, while we understand that the whole building is fitted with every modern convenience for doing business. We shall probably give a full description of this salesroom later on. The photograph would make an excellent picture to hang in any clubroom, and no doubt could be had from them if applied for by the secretary. We wish the importers of the Rudge success the coming year.

THE TRADE.

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Ladies Quadrant Tricycle and Quadrant Tandems.

MAKERS, THE QUADRANT TRICYCLE COMPANY, BIRMINGHAM, ENGLAND, IMPORTED BY SAMUEL T. CLARK & CO., BALTIMORE, MD.

For a thorough understanding of the vital principles as applied to all Quadrant tricycles, whether single or double, we would refer readers to page 211 of the BICYCLING WORLD, of 28 January, and we will confine this article to brief specification of the ladies' tricycle and the three tandems which will be made by the Quadrant Tricycle Company, for 1887, and point out the improvements that have recently been made.

The tandems of this company occupy quite as unique a position as their singles, and their achievements on the path and road proclaim them speedy and safe.

Amongst these achievements might be mentioned the fifty-mile road race, at Amsterdam, 16 Oct. 1886, won by Quadrant tandem, in competition with nine bicycles. The first ordinary bicycle occupied three and a half minutes, and the last forty-nine and a half minutes longer than the Quadrant.

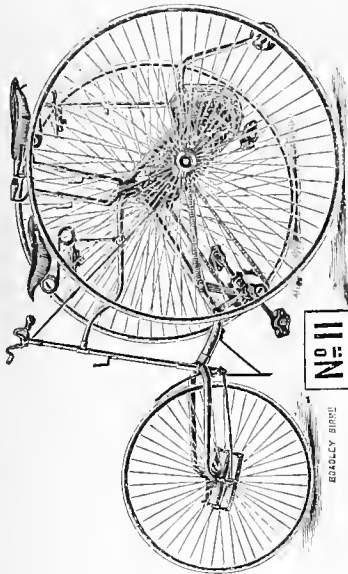
The forty-five mile road race (handicap), at Manchester, England, 9 Oct. 1886, open to all machines. Twenty-six machines competed. Won by the Quadrant tandem.

The ten-mile road race (handicap), of North London Tricycle Club, 23 Oct. 1886. Won by the Quadrant from scratch, the position of all the Quadrants in the race, being first, third, fourth, and fifth.

Thirteen and a half miles on the road in forty minutes, equal to twenty and a quarter miles in the hour. As in the singles, all Quadrant tandems for 1887 will have:

DOUBLE-BUTTED SPOKES—Ball pedals, with square rubbers; travelling mud guard to pilot wheel, and Townsend's combination spring and saddle, and increased diameter of main axles.

The most important of the firm's works, however, is the production of a non-convertible tandem. It is, of course, obvious that such a machine admits of certain freedom in design, and of this freedom the company have availed themselves to the full, and they claim that in this they have produced a tandem which is vastly superior to any convertible, even their own, for in the latter type proper distribution of wheel load and strain resistance must be more or less sacrificed to convertibility, and they claim further that the problem of building a convertible tandem, which is equally strong, equally easy of propulsion, and equally weighted in either single or double form, is as yet unsolved.



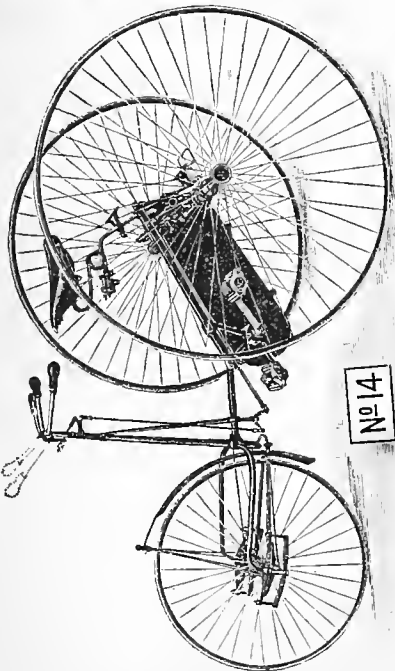
Quadrant Tandem No. 11.

BAR-STEERING CONVERTIBLE.

SIMILAR to No. 15, but with bicycle steering in front only, the lady rider occupying the rear seat, and having nothing to do with either steering or braking. The front part of this tandem makes a grand machine for a heavy rider.

PRICE.—Same as No. 15.

This is the machine referred to in the records given on another page.



The Lady's Quadrant Tricycle, No. 14.

This beautiful machine is an adaptation to ladies' use of the renowned No. 8, and embodies all of its vital and essential principles.

It is many pounds lighter, but it has been worked out with much care, with a view to ease of driving, comfort of rider and durability of machine, so that ladies may reap to the full, the enjoyments and benefits which cycling affords. It is constructed to carry up to 150 pounds, and may be used with advantage by medium weight men, who are careful and prudent riders.

With the advent of the above machine, American ladies need no longer handicap themselves with machines which in many instances weigh nearly as much as the rider, or which are merely old and obsolete patterns lightened. Particular attention is called to the fact that, whilst the lady's Quadrant is a bicycle or bar steerer, with the handle-bar post sixteen inches behind the axle of the pilot wheel, as in the No. 8, by an ingenious device the handle-bar, which is curved backwards, turns out of the way, thus allowing ample room for mounting and dismounting.

SPECIFICATION.

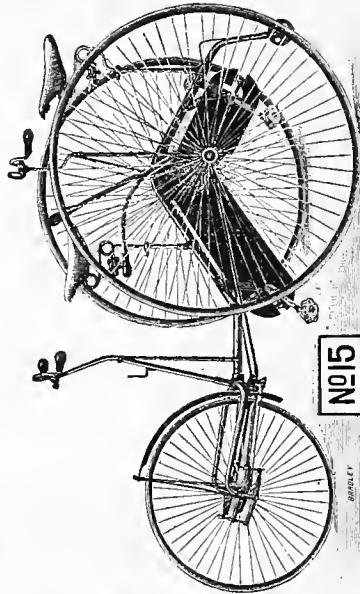
Two 36-inch driving wheels and 24-inch pilot wheel, with crescent felloes and double-butted spokes, three-quarter inch tires. Frame similar to No. 8, but of lighter gauge tube, and smaller section. Central geared and double driving with Quadrant differential gear in centre of axle, double band brake, protected from oil, adjustable ball bearings to all parts. Ball pedals with square rubbers.

STANDARD GEAR.—47-inches, higher or lower if desired. Total width, 38 inches; total length, 70 inches. Same plan for entering narrow doorways, as in No. 8.

TOWNSEND'S COMBINATION SPRING AND SADDLE.

FINISH.—Same as No. 8.

Each machine is fitted with a papier-mache dress guard, and a light luggage rack, adjustable in two parts, on the saddle pin. For weight and prices see Messrs. Clark & Co.'s catalogue.



Quadrant Tandem No. 15.

NON-CONVERTIBLE.

SPECIFICATION.

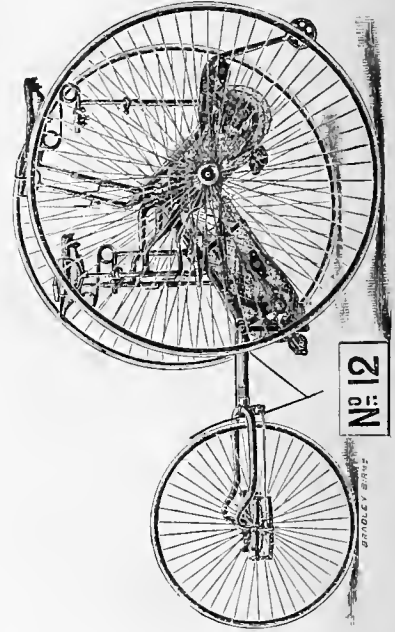
Two 36-inch driving wheels and one 26-inch pilot wheel, with U rims and direct double-butted spokes, one inch and seven-eighth inch tires. Bicycle steering fore and aft, under the control of either rider. Steering bars constructed to turn out of the way and adjust in height, making either seat available to gentlemen, ladies, or children. Very powerful one and three-quarter inch band brake, actuated by a double lever, and is thus at the disposal of either or both riders. Ball bearings to all parts (four on main axle, two on each crank axle, and two on pilot wheel). Central geared and double driving, with Quadrant differential gear in centre of main axle. Ball pedals with square rubbers (two pairs). Papier-mache dress guards to both chains. Standard gear 52-inch, higher or lower as desired. Total width, 39½ inches; total length, 80

inches. Distance between the saddles, centre to centre, 27-inch to 30-inch. Townsend's combination spring and saddle, fore and aft.

FINISH. Enamelled with nickelled parts, same as No. 8.

For weights and prices, see Messrs. Clark & Co.'s catalogue.

The above will, we understand, be Messrs. Clark & Co.'s standard tandem, but they will also carry in stock and be prepared to deliver the following:—



Quadrant Tandem No. 12.

SIDE STEERING CONVERTIBLE.

SAME in every particular as No. 11, but open fronted (like No. 9), instead of bicycle steering. Available to two ladies.

PRICE.—Same as Nos. 11 and 15.

Cunard Bicycles and Tricycles.

D. ROGERS & CO., SOLE UNITED STATES AGENTS, 75 CLINTON AVENUE, NEWARK, N. J.

THE above-named firm will represent F. Gibbons, of Wolverhampton, in this country, and will carry a full line of this maker's celebrated cycles in stock. A glance at their catalog shows a list of eleven distinct machines. Commencing with their light roadster, 32 pounds, and running through their 42 pound roadster, racer, safety, and several kinds of tricycles, all of which we hope to give a description of later. The ladies' bicycle steering tricycle, and the No. 7 tricycle, especially took our eye. This tandem is convertible, and is a rakish looking trike. We recommend investigation at the hands of agents and riders. We shall, as before stated, hope to give details; in the mean time, address Messrs. Rogers, 75 Clinton Avenue, Newark, N. J.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—One 52-inch Royal Mail, 1885 pattern, in excellent condition; spade handles, Kirkpatrick saddle, rat-trap pedals, etc. Address, H. L. B. care H. M. Curtiss & Co., No. 10 Bedford street Boston.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

WANTED. The address of postage stamp collectors. E. T. PARKER, Bethlehem, Pa.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

WANTED. — Bicycles and tricycles for cash. Give make, finish, exact condition, and bottom price. NEW YORK BICYCLE COMPANY, 38 Park Place, New York.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

LOOK! IT WILL PAY YOU!!

Clergymen, Medical Men, Legal Men, Warehouse Men, Business Men, Professional Men, Librarians and Students, Bankers and Brokers, Merchants and Manufacturers, Principals of Colleges and Schools, Millionnaires and Philanthropists,

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GOOD NEWS FOR AMERICANS AT HOME.

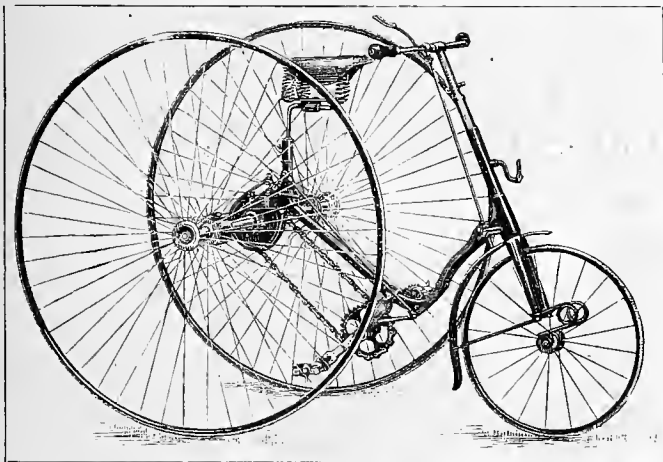
For the convenience of "Kin Beyond Sea," J. MOSCRIPT PYE (of the above firm), who has had great experience of the varied requirements of American

ladies and gentlemen, acts as GENERAL AGENT, and executes with economy and despatch commissions intrusted to him for ANYTHING LARGE OR SMALL that may be wanted from Europe. Correspondents in all parts. AMERICAN MANUFACTURED GOODS AND PATENTS, AND COMMERCIAL CONCESSIONS GENERALLY, PLACED ON THE EUROPEAN MARKET. PRELIMINARY FEE, \$100.00. Relatives traced, Schools and Tutors recommended. Investments made in best securities. Save time, trouble, and expense, by communicating with MR. PYE, 154 WEST REGENT STREET, GLASGOW (nearly opposite the American Consulate). A remittance should in every case accompany instructions.

THE

MARLBORO CLUB

The most Popular Tricycle made.



The New Patent

COIL-SPRING FORK

Prevents all Vibration.

CATALOGUE FREE.

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From Manitoba to the Gulf of Mexico,
From Eastport to the Golden Gate,



The Majority of Wheelmen Ride Columbias.



THESE ARE OUR WITNESSES.



Nine years of hard service upon every grade of American road has not worn out a COLUMBIA.



The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.



It requires the **STAUNCHEST MACHINE** to withstand the strain of Fancy Riding.



IT IS A FACT that nearly every Fancy Bicycler **RIDES A COLUMBIA.**



POPE MFG. CO.

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THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
5 cents a copy.

BOSTON, 11 FEBRUARY, 1887.

Volume XIV.
Number 15.

*Any bicycle is
good enough*

If it has compressed cushioned
tires,
And has Bown's adjustable ball
bearings all round,
And is every ounce forged steel,
And has a detachable saddle,
And has square rubber pedals.

If you do not know
of such a machine,
send to the
Overman Wheel Co.
for a suggestion.

ROYAL MAIL!

The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, **5,056** Miles on One Wheel, Won by **ROYAL MAIL!**

*Extract from a London letter to the
L. A. W. Gazette, Jan. 8, 1887:*

Speaking of manufacturers with "big stock" crying down Improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course, the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head. With cone or hemispherical centres, however true and well hardened, it is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

With the Greatest of Modern Improvement,

TRIGWELL'S BALL-BEARING HEAD.

1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cone moves on the balls *smoothly*, without wear, and *one adjustment* serves for a very long time, — for months, in fact, — and no loosening nor setting up is necessary. There being no friction, *oiling is rarely needed*. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.

Best Warwick Rim and Cemented Tire.

True Tangent Spokes, tied and wound **SEVEN** times,
giving great rigidity and strength.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years, been in the front rank; gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. Is of first-class workmanship, and we think it is conceded to be the handsomest wheel in the market. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

TO EXCHANGE FOR OTHER WHEELS

on very low terms; in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a **Superb Light Roadster.**

Also, a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

WILLIAM READ & SONS, 107 Washington St., Boston, Mass.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

W. B. EVERETT & CO., 6 AND 8 BERKELEY ST., BOSTON, MASS.

Road Book of Boston. By A. L. Atkins. A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail, 15 cents. This Publication and the World for one year, \$1.10. We have a few of the first edition of the book, which we will sell at 5 cents each.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions pertaining to cycling and photography by an expert in those branches. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, room 47 St. Cloud Building, Washington, D. C.

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Will you send for our FREE canvassing outfit TO-DAY? IF NOT, WHY NOT? It costs you nothing to make a trial canvass. THE PENNY WEEKLY is an elegant 16-page paper, and is only 50 cents per year. Six months on trial, with premiums, 25 cents. Nine out of ten persons who have that amount in their pockets will subscribe. Each subscriber receives 52 weekly copies of the cheapest paper published in the world, a subscriber's CERTIFICATE OF INQUIRY, and a book of 52 Penny Weekly Inquiry Coupons. Send to-day Address THE PENNY WEEKLY, Chicago, Ill.

STEEL BALLS
FOR ANTI-FRICTION BEARINGS.
-OF BEST CAST STEEL-
HARDENED, GROUND AND BURNISHED
3-16" to 3" diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.

MURRAY'S,
100 SUDBURY STREET,

is the place to have your repairs done, as he keeps a large stock of parts on hand. Prices low. Discount to dealers. Second-hand machines bought and sold. Headquarters for the AMERICAN CYCLES. Catalogue free.

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By JOE and E. R. PENNELL.

From Florence to Rome on a Tandem.

THE MOST DAINTY AND CHARMING BOOK EVER
PUBLISHED.

Elegantly Illustrated and Bound.

PRICE, \$1.50.

Bicycling World Co.

TOBOGGANING

The Most Fascinating of Winter Sports.

HEADQUARTERS FOR

TOBOGGANING OUTFITS.

Agents for the celebrated "PROCTOR" Toboggan, which for strength and speed excels all others.

Send for } New York Bicycle Company, { Discounts
Circular. } to Clubs.

38 PARK PLACE.

Dealers in new and second-hand Bicycles and Tricycles. Specialty in exchanging old for new mounts. Agents for the "COLUMBIA."

BICYCLE SUPPLY CO.

32 FRONT STREET,
NEW HAVEN - - CONN.

MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio,

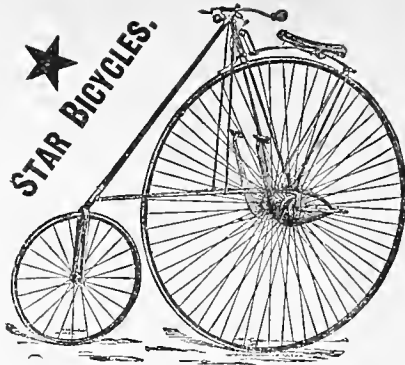
For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

Second-Hand Guns taken in Exchange for Bicycles.

LARGEST STOCK OF SECOND-HAND BICYCLES IN
AMERICA.

BICYCLES REPAIRED and NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.



SAFE, PRACTICAL ^{and} FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles

First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

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Smithville, Bur. Co., N. J.

W. W. STALL - - - 509 TREMONT STREET, BOSTON,

SOLE AGENTS FOR EASTERN MASSACHUSETTS.

FOR THE SEASON 1887.

THE CENTAUR BICYCLE

A Thoroughly Built

A Highly Finished

A Modern Constructed

The Juvenile Apollo, the Youths' Apollo, and Acme Bicycles.

A WORD TO AGENTS.

We are ready to place our agencies with responsible parties (where we may not now be represented), and to that end invite correspondence. Send for catalogue and prices.

ST. NICHOLAS TOY CO.

Office and Factory, 784 to 794 Madison St. Wholesale and Retail Salesroom, 36 Madison St., CHICAGO.



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EMERALD ISLE,

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1. A Racing Trip.
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Illustrated by GEO. MOORE.

Price, 40 Cents to Bicycling World Company,

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"CYCLEDOM."

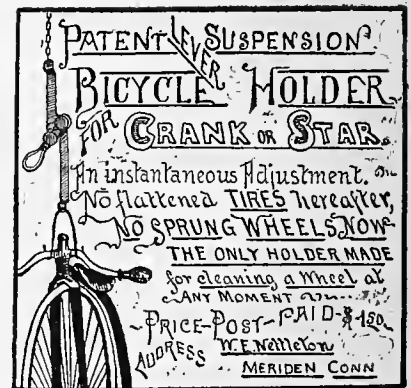
Ah Fong and His Adventures.

Illustrated by MOORE.

Get It! Read It!! Laugh Over It!!!

Price, 50 cts.

BICYCLING WORLD CO.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation**. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

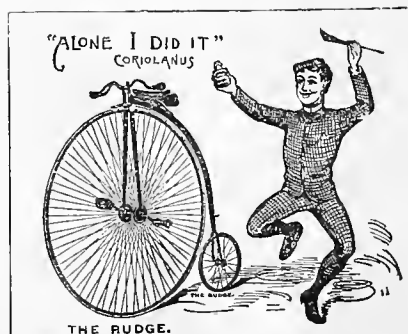
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ARDILL'S
LIQUID ENAMEL!

For touching up or entirely re-enamelling
BICYCLES and TRICYCLES.





Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:—

One year, in advance.....\$1.00
 Six months "75
 Three months "50

Single copies are for sale at the following places:—

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G. R. Bidwell, 313 W. 58th Street, New York.

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C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 11 FEBRUARY, 1887.

TO CLUB SECRETARIES: The club social and election season is now on us. May we ask you to kindly keep us advised of any events of this character that may occur, and oblige the readers of the WORLD?

It is a terrible thing to offend a newspaper reporter. The Boston Herald, in its account of the ninth annual dinner of the Boston Bicycle Club, ignores "Papa" Weston, and gives the credit of the opening speech to another gentleman. Wherein "Papa" has offended the Herald reporter we know not, but, we repeat, it is a terrible thing.

THE condition of League affairs at the Philadelphia does not reflect much credit upon wheelmen. A lot of children could not act more simply. It looks now as if Mr. Bassett had been playing with fire and got burnt. Now, let us see how this matter stands. The conduct of Messrs. Wells and Aaron was such that in the opinion of the Board of Officers it was necessary to pass a vote of censure upon them, and declare them unfit for any position in the organization. Notwithstanding this vote, the very next issue of the *Bulletin* is gotten out with the kindly assistance of Mr. Wells. In the next paper Mr. Bassett attempts to curry favor with the Aaron party, and, disregarding the letter and the spirit of the vote of censure, fills the columns of the official organ with fulsome praise of the late secretary. If the Board was right in passing the vote, Mr. Bassett is wrong in trying to conciliate Mr. Aaron. If the Board was wrong, let it officially say so. It seems that the attempt of the Secretary-Editor to please Mr. Aaron and his friends failed, and instead of matters being peaceful at headquarters, war is imminent, and the Aaron party is mobilizing its forces. Early last week rumors reached us of trouble, but in so serious a matter, we decided to wait until the facts could be verified. The *Bulletin* of last week says:—

"On Tuesday evening last was held in Philadelphia, at the house of the Philadelphia Bicycle Club, a meeting of members of the Pennsylvania Division, called to take action regarding certain alleged informal proceedings at the meeting of the Board of Officers, in New York, 17 January. Resolutions were passed, calling for a mail vote of the full Board of Officers, which Board was asked to set aside all the proceedings of the New York meeting. Accompanying the resolution was a long report of the committee, which contained statements affecting the integrity and the motives of many League officials. A full report will be sent to the *Bulletin* for publication. We shall not refuse it, but it cannot go forth until it has been placed in the hands of the Executive Committee for a reply."

From another source we learn that

"Secretary Bassett was invited to attend the meeting, but when he attempted to address the gathering he was so forcibly 'sat upon' that he left in high wrath. His friends present were also highly incensed at the disrespectful way he had been treated, and departed vowing vengeance upon them all."

The Sunday *Globe* had the following despatch:—

"War! War! War! is upon the League. The L. A. W. Executive Committee has decided to publish a stenographic report of the New York meeting in the *Bulletin*. That famous letter written by Aaron to President Beckwith when he was in trouble, and a lot more stuff, will come out. Music ahead! Look out for the biggest fight in the history of the L. A. W. politics."

We have an utter disgust for the whole matter. There has been a series of mistakes made from the beginning. The executive officers should have adopted some well-defined policy. If Mr. Aaron was guilty, as it is charged, they should not have shielded him, nor should they have refused to publish the full stenographic report of the last meeting. The members have a right to know what their officers do. If, on the other hand, Mr. Aaron has been treated unjustly, it is the duty of every member of the League to see that he has a fair and impartial hearing. Let justice be done, though the heavens fall. The whole matter is to be regretted, and we should prefer to hear no more about it. It is detrimental to the League's interests to have these internal discussions, and we do not believe they are necessary.

A Row.

PENNSYLVANIA, headed by the Aaron contingent, is by no means conciliated. A meeting was called and a notice as below sent to every club in the State. The notice will explain itself.

PHILADELPHIA, Jan. 28, 1887.—You are respectfully and earnestly invited to attend a meeting of members of the Penna. Division, L. A. W., to be held at the Philadelphia Bicycle Club House, Twenty-sixth and Perot streets, Philadelphia, on Tuesday evening, 1 February, at 8 o'clock sharp, to discuss the action of the Board of Officers at their meeting held in New York city on 17 January, relative to proxies of officers in this division, as well as other matters to be presented at that meeting.

Mr. Bassett, it seems, was invited to attend and as the indignation of the Aaronites grew warmer Mr. Bassett got up to give reasons why the wrath was uncalled for. It was a futile attempt to stem a furious current, for the Secy-Editor was not allowed a fair show he was squelched and retired from the room. We think Mr. Bassett made a mistake in accepting the invitation. "Things" are now worse than ever.

THE Roxbury Club are a young but a thrifty organization and they held their first annual feed at the Quincy House last week Thursday. Dr. Wm. A. Emery one of the most enthusiastic and level headed cyclists in Boston is their president and on this occasion he did the honors. Chief Consul Hayes, Capt. Whitney of the Boston and E. P. J. Morton of the Massachusetts Club were guests. Speeches and stories were made by the following gentlemen. Vice-President Irving Moulthrop, Secretary B. W. Potts, Treasurer William T. Johnson, Captain J. Lowell; Lieutenants Eric Roslin, George Masters, George A. Titcomb and S. S. Porter; A. Bates, George Blanchard, Park W. Sylvester and Louis Heintz.

REFER to page 234, W. Read & Son's advertisement, in regard to a few Royal Mail bicycles they have left over from last year's stock. There is a bargain for some one.

Old Country Talk.

THE feature of the week in London cycling circles has been the *Wheeling* sandwich-board man's entertainment. This event duly came off on the 13th inst., when two hundred and thirty of the most wretched specimens of humanity whom outcast London could produce, trooped in to the high tea provided by the subscribers to the fund. After the tea, beer and tobacco, practically *ad libitum*, were forthcoming, and a smoking concert of the very best class to be found in London, followed. Several leading actors and a host of talent from the crack Bohemian clubs attended, and so great was the desire to be present, that Low, the promoter, refused half a guinea for a ticket. His idea was to make the men feel at home, and not to make a show of them, and in this he succeeded admirably. All the cycling papers were represented, and in addition such important English organs as *Truth*, *The Bat*, *St. Stephens Review*, *Era and Stage*, so that the "go" of the thing was bound to attract public notice.

As I wrote you a fortnight ago, we are now embarked in a fresh phase of the amateur difficulty, and the council meeting of 4 February, will practically decide the fate of the National Cyclist Union. The Speedwell Bicycle Club, the leading club of the Midlands, to which belong such men as W. A. Illston, W. F. Ball, R. Cripps, and many others has thrown in its lot with the Anfield which has received the almost, if not quite unanimous support of the Liverpool clubs. In London, the second racing club in fame, the Kildare's, will for once, support the provincial clubs. At least, so its most prominent member informs me, and the lead is sure to be taken up.

THE reappearance of Thomas Stevens has caused great comment here, and the leading dailies have devoted plenty of space to the adventurous wheelman. It is remarkable how much public attention is now being paid to cycling, and it is a sign of the times which a powerful and united organization such as the N. C. U. should be, ought to take advantage of in the procurement of reforms.

SCARCELY have the good resolutions of Christmas time grown a week old ere *Wheeling* and the *C. T. C. Gazette* are hard at it. The former champions the cause of Joe Pennell, who not only had a letter which he sent in to the *C. T. C. Gazette* altered by Shipton, but has since been insulted by that celebrity in the current issue. As fortune would have it, a coincidence placed McCandlish in a position to give Shipton a direct contradiction to an assertion he made about the long-haired one, and the contradiction came very straight. Shipton, who you may not happen to know, is in receipt of about £500 a year as editor and secretary, is working up for himself a host of enemies

who may some day tackle the *C. T. C.* question in a very searching manner, and a glance at the *Gazette* shows whether such a campaign would not have something to go upon.

THE Stanley show is within hail, and despite the croakings as to the decline of interest in the sport, I understand that there is likely to be a much greater influx of visitors from the provinces than in past years, while the exhibition itself will be on a scale commensurate.

THE International Tournament at Alexandria Park will take place in June next, and invitations have been sent to United States, Canada, Australia, France, Germany, Belgium, Holland, Norway, Russia, Scotland, Ireland, and Wales, and it is expected that an even greater success than last year will be attained. It is greatly hoped that America will send a team to compete, and, with a reorganized executive in the N. C. U., it is not likely that impediments to international sport will be presented in 1887.

FESTIVITIES are the only events in the wheel world of to-day. We dance, dine, and smoke, we sing and recite, some well, some badly, but we do not cycle, for verily it is passing cold and the frost nips the earth with intense ferocity. And as I am pretty well at the end of my tether, why should I fill up more of the WORLD'S valuable space when I have nothing particular to write about. THE BARD.

LONDON, 15 Jan. 1887

In and Around Newark.

THE first semi-periodical "Smoker" of the Plainfield Bicycle Club, on the evening of 25 January, was an event which will long be remembered by the participants. The weather was just right for the occasion, and wheelmen from all over the State were on hand to fill the spacious rooms of the \$8,000 clubhouse. About seventy-five names were placed on the club register, these including members of the Union County Wheelmen, Somerset Wheelmen, New Jersey Wheelmen, Orange Wheelmen, and Elizabeth Wheelmen. The visitors were royally entertained by the Plainfield boys, a large share of the evening's amusement being contributed by "Finch" (The Long), who impersonated in an able manner Irving, Dixey, Booth, Jefferson, and other stage lights. During the evening a first-class spread was done full justice to by the hungry, thirsty crowd, — and who ever ran across a wheelman who was not both hungry and thirsty? — after which the home-trainer and gloves were in demand until train time.

"WHO will win the June road race of the 'Alphabetical Association?'" is the question which is already being discussed. For a "sure thing" I think the Kings County Wheelmen a good crowd

to lay your ducats upon. Altho' the Hudson County Wheelmen and Elizabeth Wheelmen are composed of good material, and the Harlem Wheelmen have a sort of "get there" style, the general opinion is that the Brooklyn boys are the best on "staying." The Union County Wheelmen also think that they have a good show for a place. On one point all clubs are agreed, viz: that the race should be over a six and a quarter instead of a five-mile course, as the latter compels the riders to go over one portion of the course six times, and the other portion but four times. Umpires should also be placed at different points along the course to put a stop to pace-making.

IS N'T it nearly time for some American Fletcher to step forth and say that because Powell, DeBlois, Rich, Crist, Gaskell, and others of the oh-so-pure amateurs have never been penalized, that Rowe, Hendee, Morgan, and all the "full-fledged" *must* be reinstated, "or his club will take the matter up, and" — ; but that would be all-sufficient, as it is well known that the L. A. W. Racing Board is "chock full" of reinstatement.

SPEAKING of amateurs, do you know that we've nothing but "Oh, so Pures!" in "Jarsie?" Fact, I assure you. If any of your readers doubt it let them them take a jaunt to Smithville in a month or so, and meander round to the eighth-of-a mile track some fine afternoon and see the number of muscular specimens going round at a 2.48 to 3.10 clip, "purely for the love of the sport." Even the timing is done "for love" (of the salary received by the watch-holders).

WORK on the new clubhouse of the Union County wheelmen is being hurried along, and in all probability the house will be ready for occupancy by 1 April. The house will be 25 x 45, two stories high. On the ground floor will be an elegantly fitted up parlor, a spacious wheelroom, washroom, and locker-room. On the second floor will be hall for meetings, entertainments, etc., committee rooms, and two bedrooms.

THE Orange Wanderers have lost one of their most earnest workers in the person of E. P. Baird, who removed to Montreal, Can.

GEORGE COPEMAN, a young Newarker, who contributed a number of interesting articles to *Recreation* under the caption of a "A Newarker in the South," died at Charleston, S. C., on 29 January of consumption. He had been at Thomasville, Ga., for some months, and was *en route* to his home when the dread destroyer overtook him. He was but twenty years of age and an only child.

RATCHET.

NEWARK, N. J., 7 Feb.

WATCH!

THIS SPACE.

Next week we shall give a

Detailed. Description

OF THE

RUDGE LIGHT ROADSTER

FOR 1887.

FACTS THEY ARE, GENTLEMEN, And Worth Your While to Read.



1. We built the first hollow forked ball bearing bicycles in the United States.
2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
3. We have been manufacturing Cycles for eight years, but we do not belong to the Board of Trade
(so called), of Boston, or any other combination.
4. We own the Largest Cycle Plant in this country, and paying no profits to contractors, we are
able to sell our products at manufacturers' prices.
5. Our machines are made for road riding, and hold all of the important World's Road and Long
Distance Records.
6. We believe that records made on a frail and delicately constructed wheel show no superiority
in a Roadster.
7. If we thought they did, we should have made a racer long ago, though we never have.
8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in
vital points, and not reproductions of foreign ideas.
9. We shall take great pleasure in submitting our new Catalog to your inspection and criticism.
It contains detailed descriptions of by far the most varied and extensive line of Cycles and
sundries manufactured in America. Our separate catalog of parts, telegraphic code, hints,
instructions, etc., mailed on receipt of one cent stamp.
10. We are, Very respectfully,

GORMULLY & JEFFERY MFG. CO.

St. Louis,

THE Ramblers disbanded last Tuesday, and have returned the club charter to the State. About ten members have joined the Missouri, and a few will reorganize, it is rumored, under the old name.

THE Missouri Club will raise \$500 among its own members, for the entertainment of visitors at their quarters during the meet. Subscription books have also been circulated by them for the general fund.

"How Alphonse lost his café," will probably be heard at the next hop of the Missouri Club, as they are trying to get Kennedy-Child's name down for the piece. The hop occurs 18 February. [We think it will *not* be heard at the hop. — ED.]

WE all have our little fads, and so has W. M. Brewster, prospective chief consul, who files and indexes every item of cycling news he can clip or hear—and he hears much, direct from headquarters.

I HEARD a prominent ex-Rambler estimating the cost of his membership in that club, during the past two years. Fifteen hundred dollars was the figure.

The League Meet committee convenes to-night. Mr. Rogers went to California, last night, and Mr. Brewster will officiate as manager of the committee. A confab with leading citizens on the meet question is to be arranged. BREVITY.

Omaha.

To say that cycling is at fever heat in the "Gate City," is putting it mild. Everybody is riding or learning to ride, and the "only Prince" is having all he can do to attend to the novices.

Prince's school at Exposition Hall, is the resort of athletes of all kinds and reputations, and tournaments covering athletes of all grades are constantly occurring, and are attended by the best people in the city.

Since my last, I see that the *L. A. W. Bulletin* has published my second letter, ignoring the first, which treats of Morgan's methods and the contemptible manner in which Prince was treated in Minneapolis.

Tom Eck, champion of Canada, is in town, and has arranged for a race with Prince to take place Saturday evening, 5 February. It is to be a twenty-mile spurt for \$50 a side, the winner to make better time than one hour and three minutes. This will make it interesting. Bullock has challenged Albert Schock for a one hundred mile race, even up, no favors asked for any amount, and is also anxious to have a go at Eck. Another interesting event on the tapis is a reporters' race, all beginners, for a medal. Prince is building a half mile track at

the grounds of the Omaha Driving Association, which will be something great. It is composed of hard clay, and will be eighteen feet in width.

This afternoon, Prince, Bullock, Mil-taner, Blackmore, Peabody, and Lytle are on the track, training hard. [Think of that, ye poor snow-clad Easterners. — ED.] Matta and Clark, the wrestlers, are in training on the inside surface, while Gregg and Hourihan, sprinters, are making the tan fly on the foot track. Good, clean, legitimate sports are welcomed with open arms; but we are heartily tired of hippodrome slugging matches, and would advise such gentlemen to go around us.

A great four-hour six-day race occurs in February, in which all the flyers will contest. Frank Dingley has been called to Minneapolis by the sickness of his child, but is expected back shortly, when he will have a go at Eck. More next week.

LUCIEN STEPHENS.

A Trip on Wheels to the North of Ireland.

BY KENNEDY-CHILD.

(Concluded.)

AT nine o'clock the next morning, refreshed by a delightful night's rest, and a hearty breakfast, we betook ourselves to the stables where our cycles had reposed during the night. We were considerably surprised to find our wheels bright and shining, they having been thoroughly attended to by the power that ruled therein. We were escorted by quite a concourse of idlers, to the outskirts of the city, where we struck a fine road, which led directly across the largest peat bog we had yet seen. The ladies of our party were considerably surprised to see whole families living in huts constructed wholly of slabs of peat. "Doubtless," said one of them, "they must be *warm* and *cosey*."

The town of Ballymoney is even more uninteresting than that of Ballymena. It is also considerably smaller, but judging (as the treasurer remarked), by the somewhat extensive graveyard, it must have, at one time, been a very flourishing centre of life.

The next point of interest we expected to make was the dear old town or borough of Coleraine. We ran parallel to the really fine river, which, here nearly one-half mile wide, rushes past to the sea. As we entered the town, evidences of wealth and of commercial activity, such as we had not witnessed since we left Belfast, were everywhere visible.

Some of our party had letters to residents of Coleraine, and after running through the principal street and across a square with the town hall in the centre, we crossed the River Bann by a fine bridge, whose spans stretch across the stream, and stopped at the hotel, which is erected on the bank of the river. The letters were productive of much kindly courtesy and true Irish hospitality. We

were promised some pleasant jaunts and finding we were within easy distance of the Causeway, we decided to make Coleraine our headquarters for a few days, and explore the surrounding country.

One of our friends who was the generous and happy owner of an exceptionally fine establishment, placed his horses, carriages, and last but by no means least, *himself*, at our disposal, but we had our minds set upon the Causeway, and a grand picnic was planned by our friends on the day following our arrival. The party consisted of some dozen ladies and gentlemen who were driven over by our host in his drag, and as our ladies insisted upon riding their tricycles, we made quite an imposing cavalcade as we crossed the bridge and took the river road which joins the Portrush pike, about half a mile out.

We sped along gayly towards the lovely little seaside town at the mouth of the river, and about two miles out we were joined by a young lady on horseback, a typical Irish girl who sat her horse like a Diana; she proved a decided acquisition to our party and, I am afraid, left a severe pang in the breast of our medico. Just about half distance we were pointed out the grounds and family residence of a very well-known professional rider, whose figure is quite familiar, with his lofty 58-inch, on our racing track at home. We were considerably surprised to hear that in his amateur days this young man had a private racing track on his father's grounds; let us hope he will again.

We were charmed with the glorious view of the sea as we approached Portrush, on the left the sand hills sloped and fell towards the water, and children were playing in the early morning hours, the old old games of childhood. A cosey little harbor lay right ahead, and towering above it rose a perpendicular rock, locally known as "The Hill," from whose crest a glorious view of the surrounding country may be enjoyed. Passing through the town, we were met by groups of fashionably-attired ladies and gentlemen, summer visitors, our friends informed us. We should have much liked to stopped a little while to look the place over, but the Causeway was ahead, and so we were again pedalling along. From Portrush we turned to the left, following the coast road, which we had left at Larne, here built on the edge of the cliffs, and at times making one ask the question, where next? From Portrush to the town of Bushmills, famous for salmon—and whiskey—the electrical car runs, the first one ever erected in Europe. So far, I hardly think it has proved the great success its promoters prophesied, but eventually they hope to run it all right.

About four miles from Portrush, we came to the substantial ruins of Dunluce Castle, perched on a precipitous rock, rising some six hundred feet from the sea, and separated from the main land by a chasm some twenty feet wide, spanned by a little arch (its only connection),

about fourteen inches wide. To reach the castle, we had to cross this somewhat dangerous ledge, and some little difficulty was experienced in inducing the ladies to cross: eventually, we were all safely over, and listening to the "legends of the house." The castle is one of the oldest in Ireland, indeed, the date of its creation originally, cannot be accurately stated, but nine hundred years *can* be accounted for. We find time pressing; so, recrossing the little bridge, we mount on wheels, and before our friends are ready on the drag, we are a long way ahead. Passing the "Giant's nose," the "Devil's punch-bowl," and a variety of other natural peculiarities to the coast, which are associated by name with some attribute of the presiding genius, viz., the Giant, we turn slightly to the left, and after a somewhat stiff pull up hill, we find ourselves at the Causeway Hotel, but the Causeway is not yet reached; we leave our cycles, and the drag coming up, we proceed on foot to this, the tenth wonder of the world. Crossing a couple of barren fields, whose chief crop seems to consist of guides, whose persistency is their chief charm, we reach a path, which abruptly takes us down the face of the hill, over a few rocks, and a sharp turn brings us to the edge, where a view of this marvel of marvels is presented. The first impression of the Causeway is one of intense disappointment, this I found to be general. One's mind cannot grasp the beauties, without some slight introduction, and the eye expects to fall upon an endless succession of immense but perfectly shaped boulders, running out into the sea for miles. Instead of it being as we anticipated, on proceeding to what the guides call the "pier," we found the construction to be something like hexagonal piles of particularly hard flint, ranging in diameter from ten to twenty inches, driven in side by side, and fitting as closely as though each were fashioned by the hand of some giant indeed. As we became more familiar with the formation, our feeling of disappointment gave way to one of astonishment and wonderment. On the land side, and placing its pipes of size titanic, the "organ" rose in its stony grandeur; above this some few isolated specimens gave one the idea of a row of chimneys. This, indeed, is the local name for them. Need we say how we visited the cave, and viewed the *tout-ensemble* from the guide's boat, how we purchased "specimens," and asking for water, received whiskey (upon payment). How we sanctified the pulpit by our laughter, and each murmured a wish in the wishing chair; how we were pestered with itinerant venders of "specimens," a term which seems to be suitable, and utilized by the little merchants for all kinds of wares; and then the luncheon on the hillside, which, with keen appetites, all vanquished whilst listening to a legend of the great giant.

I ought to let my story drop here, while the memory of the delightful day is fresh upon me, with the music from

the laughter as our host gave, "The Irish tourists from the other side."

An Artist in France

(Concluded.)

ARRIVING as we did in Saelas, hungry as bears, of course we were interested in the cuisine just then, so drew up at the best-looking *auberge*, and while one of the *nouveaux* buzzed the landlady we looked out for our wheels, running them through a huge gate into the great inn-yard, — a characteristic French courtyard, with its huge heap of manure, old carts, and broken-down chaises, tubs for water and casks for wine (which always seem to go together over here), hens scratching, and pigeons flying about, their white wings flashing in the sunlight. Around all this were gabled buildings and heavy buttressed walls, and in one corner a little stone stairway, that led up under a projecting roof into the house, in the most tempting manner possible.

Well, enough of this. Our *dejeuner* was not bad, — if not especially good. The wine better than water, but not much, and the *café* and brandy served to polish it all off as it were.

The first thing after dinner was to climb the hill and see where we were.

A PEN IS A POOR INSTRUMENT

to convey any idea of the view that met our eyes. We were at the junction of two rivers; at our feet lay Saelas, and we could look directly down upon the red and gray tiled roofs basking in the warm autumn sunlight, and watch the blue-bloused peasants clumping about the streets in their sabots, hear the moaning and crunching of the old mill, and the jabbering of the washwomen, emphasized by the thumping of their mallets, as they beat the soap and water out of the coarse linen. Away in front extended one of the river valleys sheltered on both sides by high hills, or mountains as they say here, which were covered here and there by patches of yellow foliage. The moist green of the river banks and an occasional red roof or white cottage with its coil of pale blue smoke all softened by a light yellowish mist was surely worth the ride we had taken.

We lay on the grass enjoying our cigarettes until the sun had begun to settle behind the hills. Our machines were a

SOURCE OF GREAT INTEREST

to the natives, and when we recounted some of the riding times it was amusing to note the incredulous glances.

We took the river road going back to Etampes, and, as it led along the west banks, were in the shadow of the hills all the way. You perhaps can imagine what a panorama there must have been with the golden sunlight flooding the opposite hills. There was little of particular interest to call forth any wild exclamations, except the bits of color here and there. However, there was one thing that amused us, turning a bend in the road we came upon an *auberge*, a ruinous old structure, bearing a huge sign covering

the whole side of the building with the surprising information

DRINKS SOLD HERE FOR MONEY!

Whether it was an expression handed down from feudal times when men paid for their guzzle with yards of cloth or pairs of spring chickens we could not make out. Anyway, there it stood, in huge letters of black on a white ground, to allure the thirsty and footsore traveller from the straight path, to — Etampes.

We passed through Etampes, which we found to be quite a city, with every street paved, much to our disgust, and took the river road again, instead of going up the long hill and across the plains.

The twilight was rapidly fading and the trees and buildings just becoming great masses of dark against the misty background of the distant hills, when the little town of Movigny opened out before us, a gray mass with a blue film of smoke floating over it. At one side and rising from a mass of dark foliage, its peculiar picturesque lines cutting against the twilight sky, was the old church tower.

It was simply impossible to pass through the town by such a bit of fine old church architecture without looking at it, so we jolted along down one of the side streets and fastened our machines outside the door. We found it to be an Abbey church, restored considerably, but dating back to the twelfth, thirteenth, and fifteenth centuries. The tower seemed to be the oldest and finest part, the main body having evidently been restored quite recently, and like all recent restorations wholly out of keeping with the older styles.

I defy any one to enter one of these churches at that time of day without feeling

A CERTAIN SENSE OF AWE.

The moment that green baize door closes behind you, with a peculiar muffled thud, you seem absolutely alone, shut away from the noise and racket and rush of the outside world. A deep gray atmosphere surrounds you on every side, and the long shadowy lines of the white columns, which rise from the floor and seem to fade away into the high arches above, produce a strange, weird sensation. In a dark, secluded corner a little white flame flickers from a shrine lamp and sheds an uncertain, pale light upon the

FIGURE OF THE VIRGIN

and possibly upon the gray head and dark cloak of some old woman kneeling before it.

The main altar is simply a mass of dark oak, scarcely made out against the white wall of the chancel; but the gilt figures and candelabra, illuminated by the red altar lamp swung away up above, seem to glow in the strangest manner. The stillness here is not appalling; you seem a part of it at once and find your self tip-toeing about the tiled floor with the greatest care and speaking in scarcely audible whispers. I find that twilight is the time to visit the country churches,

CUNARD

BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

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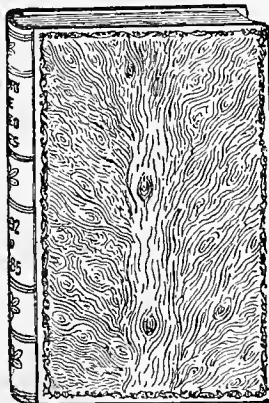
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This work is edited, compiled, arranged and published by THE WORLD. No such premium has ever before been given with any one, two, or even three dollar publication.

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ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

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Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

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For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

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For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

for in the daytime they are a glare of whitewash and cheap gilt gewgaws.

Our ride from here was in the dark and we did some tall work for a few miles, until the tandem lantern went out. It was cold, so I bowled along ahead, inquiring the way here and there until I arrived on familiar ground. The *nouveaux* did not appear and, after riding for about a half hour, I concluded to await them. I stamped about the road and thrashed my hands for ten or fifteen minutes before I heard them coming up the hill puffing at a great rate, without any lantern. It would not burn, and they had taken the wrong road.

At eight P. M. we arrived at Ballancourt hungry and tired. CLÉ.

DOUBLE steering will be one of the specialties of the Rudge Crescent Tandem, for 1887, which is a valuable point, especially when the lady is on front.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Morgan v. Prince and Brooks.

Editor Bicycling World:—The WORLD reached the American Team last evening, finding us all well. In your correspondence column, my notice was called to an article, Prince *vs.* Morgan. Now there can be no quarrel between Mr. Prince and myself; as I stated in the Minneapolis *Tribune*, some months ago, that in future I should not pay any attention to anything emanating from John S. Prince, and I now include paid or hired vassals. I don't know who the dickens Lucien Stephens is, who has taken upon himself the protectorship of the small boy Prince, and what is more, don't care, but I heartily commend the *Bulletin* editor's judgment in refusing to publish the copy dictated to Mr. Stephens, evidently by the Prince of blowers.

No doubt the present editor of the *Bulletin* can run the paper without the aid of the "Omaha Boys." By the way, "Lucien says Prince is a L. A. W. member!" Well, who would have thought it! Then all the talk about the professionals entering the League has not been in vain, or Prince must have scaled the fence and "got in."

No I will not be a *gratis* correspondent of the *Bulletin* while I am abroad with my Champion team of American Professionals (Champion, mind you, Lucien, although John S. still holds his title of "Champion of the Earth"); but, on the other hand, I will be a *paid* correspondent of the BICYCLING WORLD, whose editor recognizes ability. So much for Messrs. Prince and "Lucien."

Not wishing to waste another stamp, I make reply also, in behalf of the American Champion Woodside, to Mr. John Brooks, of Blossburg. Mr. Brooks goes on

to state that Woodside did not win a ten-mile race from him, as stated in Mr. Woodside's sketch in this paper. I take the responsibility for the assertion that Woodside did defeat Mr. Brooks in either a five or ten-mile race as stated, but that is neither here nor there. "Champion of America," Mr. Brooks, covers every State in the Union, and we are not going to quarrel with you over one State championship. But, Mr. Brooks, if you really mean race, Mr. Woodside will give your ambition wider scope, and will race you for the American Championship. Being, as you are, the challenging party, please send on one hundred dollars (\$100) to the Editor of BICYCLING WORLD, and I'll guarantee you a match on our return from our foreign trip, any distance from one to one hundred miles, and will allow you five per cent interest on your money during our absence. Your money will be covered promptly.

To all I subscribe myself,

Faithfully yours

W. J. MORGAN.

NEW YORK, Feb. 5, 1887.

CURRENT CALAMO

WAR! war!! war!!!

THAT lull was deceptive.

THEY only subsided and kept still just to decide what they should do next.

MEETING called at the Penna Bicycle Clubhouse. Bassett invited to attend.

HE does attend, and gets into a veritable hornet's nest. He essays to speak and is "sat on."

IT was very brave of Mr. Bassett to enter the lion's den, but it was bad judgment.

THIS turmoil is not good for the welfare of the L. A. W. What it wants is peace and rest, but the Penna men say you cannot have it. We deplore it.

THE Executive Committee have not done wisely in suppressing the report which the Board of Officers distinctly instructed should be printed. It will come out now, though.

PRESIDENT BECKWITH will, no doubt, publish Mr. Aaron's appeal to him for mercy, all of which will be spicy, but not good for the organization generally. Publish the *reports*, but not the semi-official letters. That is our advice.

IT will not be taken, however, as the "backs of 'em" is way up. Gore is in their eyes and destruction in their hearts. Remember, gentlemen, remember, the Kilkenny cats and their sad fate.

"LITTLE hubby" and "little wifey" hunt up servant girls on the tandem in St. Louis.

PERCY STONE wants to meet Whittaker next May in St. Louis. Whittaker does not seem anxious.

THE Overman Wheel Company are enlarging their accommodations on Columbus avenue by taking the store next, south of their present quarters.

THE "touring clergymen" will leave these shores for their next outing, and will hie them away for Norway, "the land of the midnight sun."

C. T. GUERNSEY will start 1 July and ride from Buffalo, N. Y., to Macon, Ga., a distance of 1,200 miles. He will do it in twenty-two days. So he says.

F. WOOD will ride Rowe or Hendee either in Australia, England or America, on any track, barring Springfield, for \$1,000, or a sweepstake with Howell.

MR. N. L. COLLAMER, of Washington, will edit the "Southern department" of the *Wheel* hereafter.

THE American team received an ovation at the Coliseum, Lynn, on the occasion of their last appearance before an American public prior to sailing the ocean blue.

MR. ATKINS has no doubt been talking (we *know* he has been writing) too much. A sphynx-like silence, is more in keeping with a man in his position than a desire to "know it all," and let others be impressed with the fact that he does know it. "Silence is golden," Mr. A.

THE New Orleans Bicycle Club has been considering the wisdom of purchasing the skating rink for club purposes. They came to the conclusion it was too "hefty" a scheme.

THE L. A. W. is losing its grip in Louisiana. From indications, we fear Massachusetts will not show as large a membership for 1887 as for last year.

'T is said that Rich will not race again until the press and public had decided on the difference between a professional and an amateur. We swear that in *very many* instances we cannot distinguish the difference, except in *name*. Eh, Rich?

SAM HOLLINGSWORTH will go for 315 miles in the twenty-four hours as soon as gentle Spring will dry up the roads sufficiently. He now has a record of 282 miles for that time.

RALPH TEMPLE (Friedburgh) makes up as a very dainty little lady, and it was amusing to hear the remarks on her (?) shapely form and pretty ways by those who were not on the inside track. It is a first-class fraud.

THE item in the Philadelphia *Times* that Mr. Bassett has taken up his quarters in Philadelphia permanently, is not correct. Mr. Bassett will get out of "Quaker town" just as fast as he can. The Quakers are too warlike just now.

PLANS! plans! The *Item* of Philadelphia is full of "plans," whereby Aaron, Wells & Co. will be able to "get even" with Beckwith, Bassett & Co. "Revenge, justice, and retribution," sing out A. W. & Co., while B. B. & Co. reply, "Don't you wish you may get it?"

"SHALL we secede," seems to be the question English club members are putting to themselves in regard to the N. C.

U. So there seems to be in Pennsylvania and England a decided feeling "agin the gov'ment."

THAT French cycling paper with the name a yard long shows bad taste in selecting a subject for a heading which casts ridicule on cycling. A rider taking a header may do well for a comic picture, but as a prominent figure in the heading of a cycling newspaper it is bad taste, to say the least.

DID the student of the curious and impracticable in cycles ever notice how the coat-tails and hair of the individuals pictured as riding the invention (save the mark!) is streaming out behind, because of the tremendous speed attained? While, in solid fact, a traction engine could beat them on a mile spurt.

THERE is no city in the country that utilizes the tricycle as much as Washington. Parcel deliveries, laundry men, and stores use it for the purpose of carrying light wares and parcels. Washington streets and climate admit of this use beyond any city in the world.

"THE Springfield Bicycle Club presents its compliments to Mr. A. L. Atkins, and desires to know, at the earliest possible moment, what the deuce he meant by writing that charmingly frank letter to Mr. Shurman. An instant reply will oblige the club."

IMAGINARY extract of letter from A. L. A. to Shurman: "Luckily for you or for me three thousand miles separate our 'corporations.' Did you not know, gentle one, that the letter was intended for your eye, and yours only? The vulgar will think certain expressions used were uncomplimentary. They cannot understand the delicate *finesse* of diplomatic correspondence, and they are bound to misinterpret some of the subtle, veiled, and ambiguous sentences I indulged in.—Avaunt!"

"COMING events cast their shadows before them." If this axiom be true, we prophesy that the "Rover" types of bicycle will make fast running for first place in popular esteem in the near future. It will never supplant, but it will divide honors evenly with old stand-by on the road.

THE strike in New York has played hob with the steamers. The American team will be delayed a week, but while waiting they will put in their time and give an exhibition at Newark N. J.

THE Boston friends of Mr. C. W. Sanford, especially his late fellow club members of the Bostons, will rejoice to hear that his reported death in the Hartford railroad horror proved untrue. Charlie is alive and kicking.

W. W. STALL has returned to his native heath after an absence of several weeks South. We shall interview him and find out all he knows for the benefit of our readers.

SINGER & Co. will have the greatest

number of different machines at the Stanley show. They will exhibit twelve bicycles and seventeen tricycles. Rudge will show seven bicycles and nine tricycles. The Quadrant will have one bicycle and eight tricycles. Coventry Manufacturing Company will exhibit eleven bicycles and eight tricycles.

THOMAS STEVENS arrived in Minneapolis, Tuesday evening, 1 February, after having been blockaded two days by the severe storm, and cold in Montana. Wednesday evening a banquet was given him by the Mercury Bicycle Club, at the West Hotel. Thursday morning, he went over to St. Paul, took in the Ice Palace, returning to Minneapolis after dinner. He spent the afternoon in looking over one of the large flour mills, for which Minneapolis is noted. He intended leaving in the evening for Kansas City, but on arriving at the depot it was found that the trains between here and that point were blockaded, so he remained over another day, the guest of Mr. E. A. Savage.

WE had the pleasure yesterday, of examining the "New Mail," manufactured by W. Read & Sons. The wheel is all that has been promised in contour, manufacture and finish. Next week's WORLD well contain a full description of the special points of this bicycle. It certainly is a beauty.

SPADE handles, long cranks, full front forks, and a new patent combination spring and saddle, are among the specifications of the Rudge Light Roadster, for 1887.

THE Lynn Track Association find, on settling up their affairs for the past year, that the balance will show on the right side of the ledger. We are glad to hear it. They will give some good race meetings next season, as already announced.

He Has Not Done With Cycling.

MR. DUCKER met us on the street the other day and forthwith popped this at us, "Who the deuce said I was going to drop bicycling? Why I am just commencing to get *in* and don't you forget it. Because I am quiet for a bit, people may suppose I *am* out, but the year 1887 will find Ducker about as *lively* an outside man as you may wish to see." Mr. Ducker further informed us that the Springfield Club would give their usual tournament next fall and it would be right up to standard too. Mr. Ducker expressed the greatest satisfaction at the fact that the League had "condescended" to investigate him, he further hinted that the League or some of its officials would receive the honor of an "investigation" at his hands which might have the effect of making some of those investigated "*sit up*." He cannot quite understand why the Board did not "investigate" him when he was in New York, as he went down the very moment he found they desired it, on purpose to give them

a chance. Mr. Ducker seems to think that boomerangs still exist, and that "investigation" might set that instrument a "booming." He remarks on the fact that comment was made that the last *Gazette* did not have any spicy editorials. He begs those who were disappointed to bear with him, as the next issue will make up the average and will convince some that he is not "done with cycling," he has only been hibernating.

Important Routes to the St. Louis Meet.

THIS department is already in receipt of letters of inquiry regarding best routes to the coming Meet, at St. Louis, in May. Authentic information as far west as Cleveland, O., is now on hand, but west of Cleveland, such information as is on hand is very meagre and unsatisfactory.

I desire specific and authentic information of the best routes and riding from Cleveland to Massillon, thence to Indianapolis, thence to St. Louis.

This is a region that is much ridden and well known to local riders. Now, if every one who is familiar with any portion of the above routes, no matter how small, will send at once a full description of as much as he can, we will soon be able to satisfactorily answer numerous inquiries.

The information, to be of use, must be forthcoming immediately. So now, League members, and others of this comparatively unknown district, arise, and let us, within the next ten days, be in possession of all details.

State distances from town to town, material of road, hilly or level, condition of the riding, and full directions for following the road.

Trusting that this appeal will meet with a hearty response, I remain,

Fraternally,

A. B. PARKMAN,

Bookmaster and Chairman Bureau of Information.

No. 608 Fourth Ave.,
Brooklyn.

GID HAYNES is well known as a wheelman, who is bitten with the photographic fever, and during these days of cycling dulness he occupies his time thusly: Well, the other day, Gideon placed a printing frame outside No. 6 Berkley, and then stood inside waiting for Old Sol to make the picture. Just then along came an individual looking for something to turn up, and spying the printing frame, he evidently thought there might be "something in it," and so forthwith proceeded to appropriate Gid's property. Friend Barton no sooner saw Mr. Thief grab the frame than he darted out of the door, and the lucky few who happened to be round, were treated to a fine exhibition of sprinting. Barton got there, collared the chap, and returned to the store with Gid's frame. He ties a string to them now.

REV. SYLVANUS STALL, of Lancaster, Pa., is put forward in the columns of a daily paper as a first-class man for President of the L. A. W.

SCRANTON, Pa. is not in favor of secession, this section is "for the League first, last, and all the time, if reform is desired; reform within the organization, for it will certainly be "United we stand, and divided we fall."

English Records.

THE Records Committee of the N. C. U. has passed the following claims:—

Bicycle (road), twenty-four hours, G. P. Mills, Anfield Bicycle Club; distance two hundred and ninety-five miles, on 5 October, 1886.

Tricycle (road), one hundred miles, Syd. Lee, Kildare Bicycle and Tricycle Club, 8.29 44., on 28 August, 1886.

How Many Miles Per Hour?

A mile in 2 m. 36 s. is at the rate of 23 miles 135 yards	
" " 2 m. 37 s. "	" " 22 " 1636 "
" " 2 m. 38 s. "	" " 22 " 1381 "
" " 2 m. 39 s. "	" " 22 " 1129 "
" " 2 m. 40 s. "	" " 22 " 880 "
" " 2 m. 41 s. "	" " 22 " 634 "
" " 2 m. 42 s. "	" " 22 " 391 "
" " 2 m. 43 s. "	" " 22 " 151 "
" " 2 m. 44 s. "	" " 21 " 1674 "
" " 2 m. 45 s. "	" " 21 " 1440 "

Br. News.

Wheel Club Doings.

THE St. Louis Ramblers have gone and busted up. A number of their members will join the Missouris.

THE Missouris have adopted a uniform of dark blue throughout, plain and very neat.

As the Kings County Wheelmen (Brooklyn), are to have a fine club house, the Long Island Wheelmen say they won't be outdone, and they propose to build also.

THE Springfield Club will hereafter probably admit non-cyclists as associate members, and the initiation fee will be reduced from fifteen dollars to seven.

THE election of the Scranton, Pa., Bicycle Club will take place in March. This club is undoubtedly one of the most enterprising in the State, they have fine quarters and can accommodate about thirty couples at a dance, and seventy-five to one hundred men at a card or smoker party. During the winter these social gatherings occur once a month.

A NEW club called the "Rhode Island Wheelmen" was born at Providence, R. I., last Friday evening. The new club will have three classes of membership, active, associate, and non-resident. The club will be a L. A. W. club. The following named officers, as proposed by the nominating committee, were unanimously elected: president, W. H. Thurber; vice president, W. W. Whitten; secretary, J. A. Kinghorn; treasurer, H. L. Perkins; captain, O. M. Mitchell; first lieutenant, J. L. Speirs; second lieutenant, W. A. Morgan; executive committee, Dr. E. Y. Bogman, N. H. Gibbs; house committee, A. L. Sweet, W. D. Barton, E. H. Godding. Dr.

Bogman declined the office of president which was tendered him. The lists for membership are open with Secretary Kinghorn, at No. 16 Westminster street.

Mr. Thomas Stevens, the famous "round-the-world" bicyclist, was tendered a reception at the Esmond hotel, Portland, Ore., 27 Jan., by the Oregon Bicycle Club. Dr. B. E. Miller, after a neat speech informing Mr. Stevens that he had been made an honorary member of the club, presented him with a small gold badge on behalf of the club. Mr. Stevens left at 3 P. M. over the Northern for Minneapolis.

THE San Francisco Bicycle Club held their annual dinner Tuesday evening, 18 Jan., at the Bodie Restaurant. Thirty members sat down to the table, the guest of the evening being Mr. Thomas Stevens, who is an honorary member of the club. After dinner the following toasts were proposed and responded to: "Our Honored Guest," Thomas Stevens; "The Ladies," Geo. H. Strong; "The Alameda Wheelmen," A. M. Brown; "The Fresno Delegation," H. C. Eggers; "The Press," B. H. Patrick; "The San Francisco Bicycle Club," Harrison Houseworth. Other members were also called upon to make remarks. An original poem by Morris Feintuch, the poet of the club, was rendered. It was a satire on the members, a very amusing creation, and created a great deal of merriment. The club quartette, composed of Messrs. B. C. Austin, Jr., A. M. Brown, Chas. P. Fonda, and Chas. B. Wheaton, entertained the company with some songs.

THE Conomo Bicycle Club of Manchester-by-the-Sea, Mass., held its annual meeting Saturday, 5 Feb., and the following officers were elected: president, C. A. Collins; vice-president, A. L. Churchill; secretary and treasurer, G. E. Wilmon-ton; captain, E. W. Spinney; first-lieutenant, E. L. Rogers; second-lieutenant, R. P. Durkee; color-bearer, L. O. Latons.

THE wheelmen of Minneapolis have organized a club to be known as the "Minneapolis Bicycle Club." The following are the officers for 1887. President, F. A. Leland; captain, E. A. Savage, secretary and treasurer; Charles Barwick; first lieutenant, E. J. Hale; second lieutenant, J. R. Stockdale. The club have secured very pleasant quarters at 211½ Nicollet avenue, which will be fitted up with all the conveniences for club comfort.

NINETY-FOUR men sat down to the ninth annual dinner of the Boston Bicycle Club, at Parker's, last Saturday evening. That it was one of the most pleasant and enjoyable dinners ever given by the club, was the verdict of every one who was fortunate enough to be present and partake of the substantial and intellectual feast. The club had no guests, though many of the members brought personal friends. While the cigars and coffee were being discussed,

President Hodges, assuming a perpendicular position, proposed the first toast of the evening, the "Boston Bicycle Club," and called upon dear old "papa" Weston to respond. "The founder of the club" received an ovation as he arose to respond. He gave a brief history of the club, comparing the past and the present, and felicitating the members on the growth and prosperity of the club. Mr. A. Kennedy-Child responded to the toast of "Our Cycling Members," and made an eloquent appeal to those present to embrace the sport of cycling as a means of recreation and a source of health. Mr. Dean spoke in answer to the toast of "The Ladies." Mr. Donahoe replied for the "Literary Members," and M. C. W. Reed responded to the toast "Art." The toast "Our Oldest Member" brought every man to his feet, and the rafters rang with cheers and the shouts for "Dalton." As this gentleman fittingly and feelingly responded, every member's eye was kindly fixed on the form of, and the ear bent to listen to the words of the "oldest member." It was a popular toast, complimentary to a popular member, as was proven by the cheers and clapping of hands. Chief Consul Hayes spoke of the L. A. W., and urged on the members the advantages of the organization, which he has the honor to represent, as chief officer in this State.

Songs and stories served to make the hours pass merrily. As for the stories, the inimitable "Children; or, more properly, the two gentlemen who bear the name of 'Child,' kept the table in a roar; and the song, "We'll All go a Cycling To-day," by Mr. Brewis, brought down the house. It was a jolly gathering, and it was 11.30 before the dining room was cleared, and the ninth annual dinner of the Bostons became a thing of the past. The menu was, as usual, artistic, and was specially designed by Mr. C. W. Reed, the subject, "The Cyclist's Midwinter Dream."

ONE of the most marvellous performances of last year was the 10,002 miles ridden by Emerson Burt, a fifteen-year old lad, of Westfield, Mass., in competition for the gold cyclometer offered by J. A. Lakin & Co. His mount was a 42-inch American Ideal bicycle, 1885 pattern, and a valuable testimonial to the enduring qualities, as well as its capacity, was this wonderful ride. Its manufacturers, the Gormully & Jeffery Manufacturing Company, presented the little fellow with a 46-inch Ideal, 1887 pattern, with ball bearings all over, as soon as they heard of the performance, and as this was entirely unexpected, the *petite* long-dancer naturally swears by them.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston:—

No. 355,321. Velocipede. Thomas B. Jeffery, Chicago, Ill. Relates to the bearing.

No. 355,324. Velocipede. C. Kramer, Albany, N. Y. Operated by means of a rocking seat.

No. 355,375. Bicycle. F. W. Brown, Albany, N. Y. The hub is internally geared and provided with a pinion, and an intermediate gear mounted on a crank shaft is thrown in and out of mesh with the internal gear and pinion.

No. 355,672. Velocipede. W. F. Wuterich, Meriden, Conn.

No. 356,566. Combined Oil Can, Wrench, and tool for Bicycles. Daniel C. Wilguss, Los Angeles, Cal.

No. 356,600. Edward Redman, London, England. A bicycle whose fork has a bracket pivotally provided with a pawl, and the hub of whose wheel has a ratchet disk or ring.

No. 357,114. Velocipede. Irving A. Weston, and Willard A. Smith, Syracuse, N. Y. A tricycle.

No. 357,138. Velocipede. William H. Addicks. A tricycle.

THE Capital Bicycle Club celebrated its eighth anniversary last week by a banquet at Solari's. About eighty "C. Bi. C." wheelmen sat down to the table, and gave themselves up to the innocent merriment which is characteristic of the entertainment of the club. The songs and after-dinner speeches were the features of the occasion. Mr. C. G. Allen acted as toast master. Mr. John M. Killets, president of the club, delivered his annual address, and responses to toasts were made by Messrs. James Q. Rice, Gabriel F. Johnston, Frank M. Boteler, Charles F. Bacon, Fred. F. Church, Max Hansmann, Hubbard T. Smith, Frank R. Lane, Frankland Janus, Henry M. Schooley, Elgin R. L. Gould, John J. Chickering and L. Warren Seely. At the semi-annual election of this club, officers for term ending 30 June, 1887. President, John M. Killits; vice-president, Rudolph Kauffmann; treasurer, Joseph E. Leaming; recording secretary, Charles A. Burnett; corresponding secretary, Walter S. Dodge; captain, L. Warren Seely; sub-captain, Augustus E. Knorr; junior sub-captain, Frank M. Boteler; executive committee men, J. McK. Borden, Clarence G. Allen.

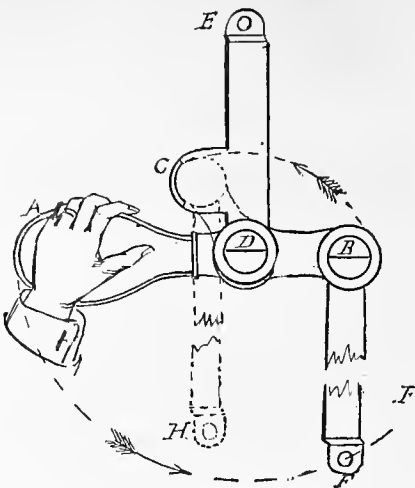
THE TRADE

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Patent Lever Suspension Bicycle Holder.

MADE BY W. E. NETTLETON, MERIDEN, CT.



THE above cut, with the following explanation, will fully describe this very simple and ingenious device for lifting a bicycle driving wheel from the ground, and thus saving the tire from flattening. By using this holder, great ease in cleaning the wheel is acquired. It is so simple, so small, and so entirely out of the way when not in use, that it will commend itself to all who believe in simplicity, efficiency, and compactness.

A glance at cut shows the holder lifted half way up. When fully extended so that it can be hooked on to the bicycle handle bar, the handle A would be pointing up towards and near point E. The operator first hooks the heavy brass wire (which is suspended through hole at F), under the handle bar of bicycle, then by taking the handle A, presses it down and round in direction of dotted lines to point F. This throws B up and over centre, until B strikes shoulder C, making it self-locking, and raising point F to new position about H.

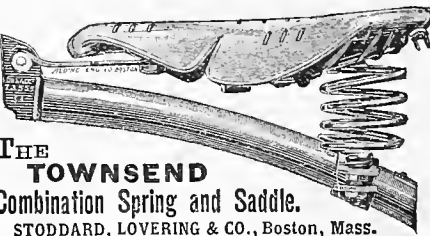
The hole at E is used for a chain, which in turn is carried up a point in ceiling, and there secured by a screw eye.

The finish is nickel, the apparatus is substantial, and will bear ten times the strain that can be put on it in its legitimate use.

Price, all nickel, \$1.50, post paid. Made by W. E. Nettleton, Meriden, Ct.

The Townsend Combination Saddle and Spring.

IMPORTED AND SOLD BY STODDARD, LOVERING & CO., 152 CONGRESS STREET, BOSTON.



THE TOWNSEND Combination Spring and Saddle.

STODDARD, LOVERING & CO., Boston, Mass.

OF all the improvements, which have been made of late years, in connection with the modern cycle, those which affect the spring and saddle are perhaps the most important. A well-made, well-fitting, and easy saddle is a *sine qua non* for long-distance riding; and, in fact, for a comfortable ride at any time; whilst the possession of a thoroughly good elastic spring means not only ease, but by lessening vibration, does away with that used-up feeling, which these riders of machines, fitted with a stiff spring experience after a day's journey. And not only that, but it adds to the longevity of the machine itself, for a good spring means less strain, and consequent longer wear, for one's mount.

One of the most successful efforts in the direction of a perfect spring and saddle, has been made by Messrs. Townsend & Co., one of whose combination saddles and springs we have been using constantly for the past six months, with entirely satisfactory results. The front part of the spring is similar to the ordinary

Rudge spring, having a slot in it of some two inches in length, to allow for adjustment, and running right under the saddle, to the coil spring behind, upon which it rests and slides. The frame of the saddle is composed of specially manufactured round steel wire, which after being bent into the shape of the saddle, takes the form of two coil springs which descend to the backbone, where they are secured by a clip. The leather top is blocked on and laced underneath, forming one of the most satisfactory seats imaginable. This is for bicycles and Humber pattern tricycles. The one for tricycles fitted with the pin, is, of course, somewhat different, forming even a more luxurious seat than the bicycle saddle, and has the advantage of being fitted with an adjustment screw, by means of which the peak of the saddle can be raised or lowered to suit the rider, that of course constituting a great advantage.

Wherever Messrs. Townsend & Co.'s invention has been introduced, it has met with universal praise, and although only placed upon the market within the past twelve months, has been in considerable demand. The firm have received testimonials from numerous well-known riders, of a most flattering nature, and we feel confident that there will be a big run upon this saddle, next season. To any one, — and who is not in want of a really good saddle and spring? — we can confidently recommend this one. The 1887 pattern has the ventilation of the buffer, which makes it come very near perfection.

This saddle will be one of the specialties of the Rudge for the coming season.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State Consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Wm. E. Pierce, 1009 Ninth street, N.W., Washington, D. C.; Peter S. Keim, 10 Euclid avenue, Cleveland, Ohio; Rutgers Van Deburgh, P. O. box 1, Troy, N.Y.; Theo. B. Way, 26 Jacob street, Troy, N.Y.

ERRATUM. — In our issue 28 January, George M. Nesbitt should read George M. Nisbett.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

WANTED. — Buffalo Home Trainer; must be late pattern, good condition, and cheap. Write full description and lowest price, to Box 1615, Hornellsville, N. Y.

ENCYCLOPEDIA. — Appleton's American, brand new, latest edition (sixteen regular, index and annual of 1881), bound in library leather; price \$75, cost \$108. C. D. BATCHELDER, Sanford, Me.

FOR SALE. — One 52-inch Royal Mail, 1885 pattern, in excellent condition; spade handles, Kirkpatrick saddle, rat-trap pedals, etc. Address, H. L. B. care H. C. Curtis & Co., No. 10 Bedford street, Boston.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

WANTED. The address of postage stamp collectors. E. T. PARKER, Bethlehem, Pa.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

WANTED. — Bicycles and tricycles for cash. Give make, finish, exact condition, and bottom price. NEW YORK BICYCLE COMPANY, 38 Park Place, New York.

WANTED. — The name and address of every bicycle dealer or agent in the United States. W. C. BOAK, LeRoy, N. Y.

BICYCLES. — Send ten cents to W. C. Boak, LeRoy, N. Y., for a box of the best thing in the world for cleaning nickel.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

LOOK! IT WILL PAY YOU!!

Clergymen, Medical Men, Legal Men, Warehouse Men, Business Men, Professional Men, Librarians and Students, Bankers and Brokers, Merchants and Manufacturers, Principals of Colleges and Schools, Millionnaires and Philanthropists,

And all citizens of the great republic, can be supplied *on a week's notice*, with new and second-hand English and Continental Books and Reviews, SINGLY or in LIBRARIES, at about FIFTY PER CENT less money than charged for them in the States. Book and Picture Sales attended. Rare and Second-hand Books and MSS. forwarded to order. Catalogues mailed when required. WHOLESALE BOOKBIND-

ING AND STATIONERY AT WONDERFULLY LOW RATES. All goods carefully packed to any address in U. S. A.

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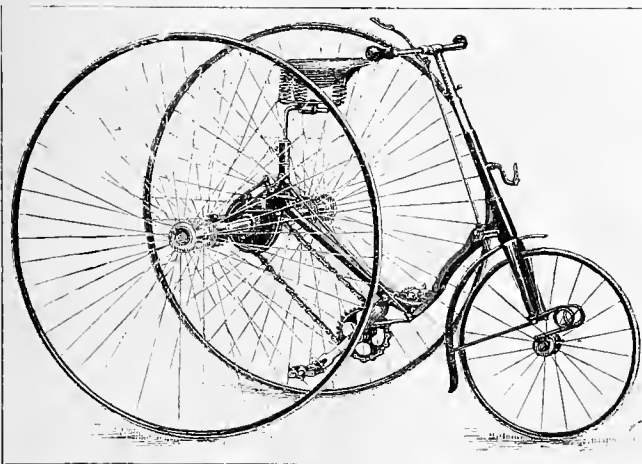
GOOD NEWS FOR AMERICANS AT HOME.

For the convenience of "Kin Beyond Sea," J. MOSCRIPT PYE (of the above firm), who has had great experience of the varied requirements of American

ladies and gentlemen, acts as GENERAL AGENT, and executes with economy and despatch commissions intrusted to him for ANYTHING LARGE OR SMALL that may be wanted from Europe. Correspondents in all parts. AMERICAN MANUFACTURED GOODS AND PATENTS, AND COMMERCIAL CONCESSIONS GENERALLY, PLACED ON THE EUROPEAN MARKET. PRELIMINARY FEE, \$100.00. Relatives traced, Schools and Tutors recommended. Investments made in best securities. Save time, trouble, and expense, by communicating with MR. PYE, 154 WEST REGENT STREET, GLASGOW (nearly opposite the American Consulate). A remittance should in every case accompany instructions.

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Nine years of hard service upon every grade of American road has not worn out a COLUMBIA.



The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.



It requires the STAUNCHEST MACHINE to withstand the strain of Fancy Riding.



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THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
5 cents a copy.

BOSTON, 18 FEBRUARY, 1887.

Volume XIV.
Number 16.

*Any bicycle is
good enough*

If it has compressed cushioned
tires,
And has Bown's adjustable ball
bearings all round,
And is every ounce forged steel,
And has a detachable saddle,
And has square rubber pedals.

If you do not know
of such a machine,
send to the
Overman Wheel Co.
for a suggestion.

ROYAL MAIL!

The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, **5,056** Miles on One Wheel, Won by **ROYAL MAIL!**

*Extract from a London letter to the
L. A. W. Gazette, Jan. 8, 1887:*

Speaking of manufacturers with "big stock" crying down Improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course, the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head. With cone or hemispherical centres, however true and well hardened, it is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

With the Greatest of Modern Improvement, TRIGWELL'S BALL-BEARING HEAD.

1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cone moves on the balls *smoothly*, without wear, and *one adjustment* serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, *oiling is rarely needed*. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.

Best Warwick Rim and Cemented Tire.

True Tangent Spokes, tied and wound **SEVEN** times,
giving great rigidity and strength.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years, been in the front rank; gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. Is of first-class workmanship, and we think it is conceded to be the handsomest wheel in the market. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

TO EXCHANGE FOR OTHER WHEELS

on very low terms; in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a **Superb Light Roadster**.

Also, a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

WILLIAM READ & SONS, 107 Washington St., Boston, Mass.

SINGER'S CYCLES.

A World's Record on the Road for the Apollo.

On July 20th, F. W. PERRY, of the Massachusetts Bicycle Club, rode 20 miles in 1 hour, 12 minutes, 35 seconds; beating the World's Road Record over 7 minutes. Mr. Perry used a 55-inch Apollo full roadster, weighing 36 1-2 pounds.

That the APOLLO, with its double ball-bearings, runs easily, goes without saying; to prove that it excels in ease of running and in coasting, we invite trial and comparison with other claimants.

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Ah Fong and His Adventures.

Illustrated by MOORE.

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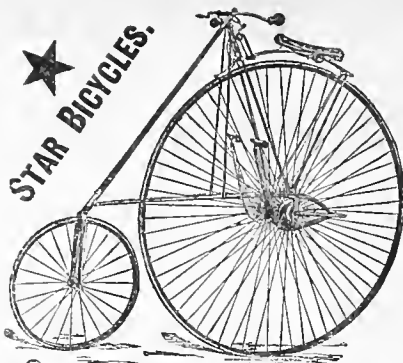
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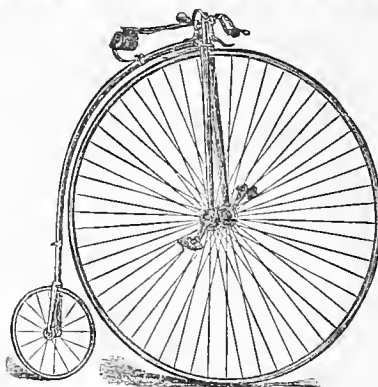
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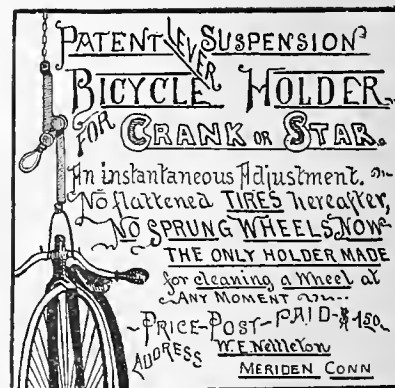
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 Six months "75
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 18 FEBRUARY, 1887.

THIS week we give space to a letter from Mr. Aaron, giving his side of the case. As stated before, the columns of the WORLD are open to all for free and proper discussion.

THE Massachusetts Division has adopted a new set of rules, and a constitution. One of the principal features is districting the State for election purposes. Just how it will work remains to be seen.

THERE seems to be a feeling that the accounts printing of the *Bulletin* should

receive an overhauling. We hope they will be, not because we know of any thing that needs examination, but because we like to see matters of this kind definitely settled. The great increase in the expense of publishing the League again during the late months of the Aaron-Wells administration, gives rise to all sorts of rumors.

THAT VOTE OF CENSURE.

THERE has been considerable interest manifested as to the exact wording of the famous vote of censure passed at the late meeting of the League's Board of Officers; to satisfy the curiosity of League members, we give the full text of the vote, as follows:—

"Whereas, it now appears to this Board that Mr. Eugene M. Aaron, a representative from Pennsylvania, and, until the day before this meeting, our secretary-editor, had appropriated to his own use about \$5,800 of the League funds previous to the May meeting of last year; and that Mr. John A. Wells, Chief Consul for Pennsylvania, had become aware that there was a deficiency of that sort; and that at the May meeting Mr. Aaron absented himself, and Mr. Wells undertook to make a report for him, and did not make a full and correct report, but made incorrect and misleading answers to questions properly asked him; and that Mr. Aaron, though confessing the greater part of the sum and begging aid to make it up, yet obstructed and still does obstruct a full and complete investigation by an accountant, by carrying off and refusing access to certain accounts and vouchers and other evidences of the disposition of League funds, and has made conflicting and incorrect statements here regarding the matters; and that the *Bulletin* has been loosely and extravagantly managed and edited, inasmuch that besides the \$3,500 allowed for salaries and rent, and an additional amount for postage and incidental expenses, the *Bulletin* has been run at a loss of about \$4,900 in eighteen months; and that both Mr. Aaron and Mr. Wells, after their ineffectual struggle to retain control of the secretary-editor's office, have refused to make any official report as required by our rules; and that now, this morning, both Mr. Aaron and Mr. Wells have absented themselves from this meeting, and have taken away the official list of membership in this Board, and the Report of the Committee on Credentials, and the official list of proxies here, and divers other things belonging in possession of the newly-elected secretary-editor; and that they have expressly refused to turn over the books, correspondence, office and effects of the League to the proper officers, and are obstructing the due and orderly proceedings of this Board, and have acted and are acting against the interests of the League, and have been and are grossly violating the duties they owe, not only as secretary-editor, and secretary-editor *pro tem*, but also as representative and Chief Consul for Pennsylvania and members of this Board.

Now, therefore:

"Resolved, That Mr. Eugene M. Aaron, especially, and Mr. John A. Wells, both deserve the severe censures of this Board of Officers, and of every member and friend of the League of American Wheelmen, for betrayal of trusts reposed in them, for conduct prejudicial to the League, and for malfeasance in office."

Mr. Wells's concealment of the deficiency, if a prevarication, was it not

justified by the same motives which actuated the Executive in not only concealing the facts, but refusing to give to the League these facts when they were made public so far as the officers in attendance at the Board's meeting was concerned? The action of the Executive is open to the same criticism and censure as is applied to Mr. Wells, for they adopted the same policy of concealment.

While we may not excuse Mr. Aaron's excessive extravagance in running the official organ, we cannot excuse the Executive from all blame. It was its duty to know whether the official organ was on a paying basis or not, and to correct any loose and extravagant management. We believe in fair play and no favor.

THE fiction from the pen of N. L. Colamer, "A Voice," which appears elsewhere in this issue, is descriptive more of the roads and places in the vicinity of Washington, and of the characters of some of that city's prominent wheelmen, than of an event which ever actually transpired. We trust it may be read with interest by our patrons, especially those who live in Washington.

Mr. Aaron's Defence.

Editor Bicycling World:—It has been in the past easier for me to obtain fair treatment from your journal than from any of the rivals of the *Bulletin* which for the first eighteen months of its existence was under my control. Presuming that the same show of courtesy and fair dealing will be extended to me, I wish to occupy some space in your next issue for a few brief comments on your editorial in last week's issue, and on the article entitled "A Row." As I have many friends among your readers I do not wish them to imagine that I am fairly represented in those articles.

The undignified and puerile conduct of the Board of Officers, on the second day of their recent New York meeting, was based on the fact that they gave willing credence to idle and false rumors circulated by certain interested parties, to the effect that I had returned to Philadelphia to obstruct the operations of the League in any way that might suggest itself. Nothing was further from my intentions. Pressing business of vital moment to me, required my presence in Philadelphia on that day; my failure to meet that engagement would have resulted seriously to me and to others whose interests I had but lately bound myself to protect.

Mr. Bassett was doubtless agreeably surprised to find the way smooth ahead of him on his advent in Philadelphia.

When he reached this city he found the funds in bank already placed to his credit; that morning's mail ready for his disposal; the various keys waiting his command; and the clerks ready to do for him the same efficient service that they had been rendering to me. This was as it should have been; any one who expected aught else of me, either was but little acquainted with me or else preferred to judge my disposition by the standards that seemed to prevail during that second day's proceedings.

The statement made at the second day's meeting in New York, that I refused to make an official report to the Board, is untrue. The report will show that I made several attempts to read that report in its order. The throwing it out of regular order was unconstitutional, as will be seen by the by-laws, and was without precedent. I did the best I could to read it. I have had no other papers in my hands.

Having been treated to a show of vindictiveness unworthy a lot of hoodlums, a degree of hate unworthy a savage, I was only too glad to relieve myself of all further responsibility to such masters, and to rid myself of all that would bring to my mind any thought of the treatment. Two months of chaos, long since atoned for by the hardest work of my life, were thought to be sufficient to warrant my traducers in diverting attention from the other thirty months of faithful and untiring services; services which for a twelve-month were rendered without thought of reward and at a loss of several hundreds of dollars spent for assistance. Keenly feeling the injustice of such an attempt to blacken and ruin my good name, *after my resignation had been accepted*, I was doubly anxious to be rid of all official connection with men who could look upon such action as legitimate warfare, and who could deliberately plan to so distort facts and occurrences that they could cast a doubt on my honesty, and thus, through me, aim a blow at a friend whose only fault was that he aspired to become my successor. Knowing such motives and actions to be natural to but one class of men, I gladly hastened the moment when I could feel that I was entirely free from any further need to come in direct contact with them.

Further, your articles give your readers the impression that I have been or am now leading or attempting to lead any party in this Division or in the League in any action that may be called a revolt, or an open protest. I am in no way to be connected with the meeting that was held by this Division, nor have I ever met with or been consulted by the committee of that meeting. I was not at that meeting, and have not seen the stenographic report of it which I understand was taken. I have read enough of it in our daily papers to know that its actions and decisions are, from my point of view, eminently wise and just; but these decisions were arrived at by that meeting entirely independently of any influence that I

might have been able to exert, had I cared so to do.

It is my own humble opinion that the action of the Board in their New York meeting "loudly smells to Heaven," and I confidently believe that that will be the final verdict when the cloud of personal malice has passed from the horizon. I feel that I can rest content to wait for the final verdict of the majority; the minority who will always uphold the tactics which culminated in the ridiculously false Associated Press despatches of the next day, I feel have had their verdict sealed from before the trial; that verdict will not in the least concern or worry me.

Your use of the term "Aaronites," as applied to the meeting of this division, is an insult to those who participated, and to every League member in Pennsylvania. The meeting was not called to consider me or my case. Certain matters of interest to them did hinge on statements which I gladly made in the form of an affidavit, that I might at an early day be placed on record among my friends. But it was, from their standpoint, much more important matters, that affected not only the division, but the general economy of the League which they had met to consider. Had the issues between the Executive Committee and myself been all that they had to discuss, I doubt if the meeting would have been called; I should have strenuously opposed it, as I still feel able to fight my own battles where I find foemen worthy of the effort.

To hold me, or any of my friends accountable for the pitiful display of ignorance of the correct use of the Queen's English, which I am informed led to Abbot Bassett's discomfiture at that meeting is especially unjust. I was much surprised at the self-confidence (confidence sadly misplaced), which led him to brave the dangers of searching cross-examination on the part of several capable lawyers present at that meeting. I was therefore prepared to learn from the daily papers of the next day that his appearance and conduct at that meeting had done more to enable me to retain the good opinion of my fellow wheelmen than anything I could have hoped to have said or done had I been present.

In all of this, I have purposely refrained from doing aught but touch upon my present attitude, or that assumed since the New York meeting. When I shall have *at last* discovered just what form of pseudo-parliamentary gymnastics were indulged in by the board on that second day, I shall be ready to send every League member a considerable weight of testimony that, I believe, will very materially alter the present complexion of public opinion.

Truly yours,

E. M. AARON.

THE *Bulletin* reaches us very late this week. It contains the stenographic report of first day's proceedings.

CURRENTS CALAMO

WILL PITMAN has just been laying himself out on that L. A. W. rug.

SPAULDING's people have done with racing interests. They have an abdomen full.

A. B. RICH scooped ninety prizes during last year's racing season.

KLUGE will race on the King bicycle during the coming season.

THE L. A. W. hand-book is out. It contains over one hundred pages solid meat, and information valuable to cyclists generally.

ONE hundred and fourteen exhibitors at the Stanley Show, and not all on deck either. The *Bicycling News* comes out with excellent plans and directory to this greatest of all cycling exhibitions.

CAPTAIN MILLER, of New Orleans, together with Mr. Ingram, of Columbus, Ga., will try and cover the distance, on bicycles between New Orleans and Portland, Me., in thirty days' riding time.

THIS combination ought to work: Schwalbach and Willdig. They will open a cycling and tennis emporium in Brooklyn, N. Y.

Now that it is settled that Rowe will ride under the Pope colors next year and Hendee will not, there is chance for fun ahead.

LAST week we had a very pleasant call from, and chat with, Mr. Jeffery, of the firm of the Gormully & Jeffery Co. There is every evidence of big business in the West.

It does not make much difference what is said to the contrary, it is a fact that but for the business enterprise and foresight of Colonel Pope, Tom Stevens' trip round the world, and the successful establishing of that sterling magazine, *Outing*, would not to-day be *faites accomplies*.

WE are pleased to refer to Oswald Bros. advertisement on page 254. We are in receipt of samples of this firm's work, and we can say the photographs produced by them will stand head and shoulders with the foremost in the art. The pictures of Woodside, Morgan, Armaindo, we can speak of knowingly as being splendid likenesses and beautiful pictures. We have also the pictures, by the same firm, of Savage, Snyder, Hall, and Hardwick, that are "speaking likenesses."

WHY don't these horse-car men wait until good riding weather before striking? Inconsiderate chaps.

Now that the American team have left for the other side, we shall see no end of paper matches over there. This is a little trick of the "pros" to work the press for a lot of free advertising.

It's funny, is it not, that just at this time the C. T. C. men are finding fault with Secretary Shipton for spending so much

money on the *Gazette*? There seems to be something of a muchness of opinion all the world over on the free and expensive official organ question.

WE are very glad to hear that Bassett is not going to deprive Boston and Chelsea of his presence permanently. This fact, with the news that Ducker is not going to give up cycling, and that the Springfield Club will hold a tournament in the fall, has caused our cup of joy to overflow.

WE hear considerable mysterious talk about an organization delighting in the appellation of the "American Wild Earthmen." If you see sundry harum-scarum individuals, who look as if they would rather fight than eat, and who sport on their waistcoats a silver bowie knife, the emblem of this remarkable organization, you will know that you have run across a genuine Wild Earthman. Our advice, if you value your reputation and personal safety, is to flee on meeting such.

IF any one were to ask us what is the driest thing we know of, next to a Wild Earthman, we should say an English wheel paper about this time. Now, let our contemporaries across the pond rise in their wrath and hit us back.

THE *Wheel*, our most esteemed contemporary has opened a Southern department. Very good for this season of the year, but just fancy reading of cycling under the Southern sun, when up North a palm-leaf fan, a hammock, and a long iced drink, with a couple of straws, are about all a man can attend to.

JACK PRINCE, according to all accounts, is stirring up things in Omaha. Jack is a cute man, and goes West as the East gets fast in a cycling way. But joking aside, John Prince has done a lot of missionary work in his day and generation, and deserves the credit of it.

N. C. FOWLER has decided to stay in Boston, with the Pope people. We are glad of it.

W. W. STALL is going in for improvements, and carpenters are hammering away alow and aloft. He will fit up a dark room for his developing.

W. B. EVERETT & Co. have also made some internal improvements, and they have now more floor room at their disposal for machines.

THIS firm has one of the most complete repairing shops in the country, and they propose to lay themselves out in this branch next season. They have an A1 man at the head.

It looks like Kirkpatrick out West. But there is plenty of time yet. If it is to be a Western man, we should like to see Burley Ayers at the helm.

THE record of 22 seconds for the quarter-mile, and 1m. 55s. for the mile on a home trainer, is now claimed by H.

Winship of the Owl Bicycle Club of Chicago.

"CAMPS" seem to be the latest fad in cycling quarters. The Massachusetts Division at Cottage City and the New York Division at Otsego Lake are both on the tapis.

THE utmost sympathy will be felt for the friends of Mr. McCandlish of *Wheeling* in the sad loss of his mother, who recently died.

ALL the English papers are overflowing with Stanley Show. We allude generally and briefly to same in another column.

LAST Sunday Captain Peck and Lieutenants Burr and Schockly, of the Massachusetts Club, were out riding, and on Monday night Captain Peck rode out to the Corey Hill slide, enjoyed the toboggan, and rode home again. Now, *that* is wheeling.

A STRONG effort is to be made in Cincinnati to consolidate the clubs of that city, and thus get *one* good cycling club.

TENNESSEE Division of the L. A. W.: for chief consul, E. D. Fisher, of Nashville; for representative, J. S. Miller, of Clarksville.

WE notice Mr. John Brooks, of Penna, wants to meet Woodside. A deposit of \$100 with the WORLD, as per Mr. Morgan's challenge in our last issue, will secure a match.

THE American team did not get away from New York till Monday. Nine days delay because of the action of the famous (our devil suggests the prefix *in* before this last word) Assembly '49.

MR. C. STUART NAIRN, son of the well-known London editor of the *Cyclist*, is in this country. He is at present in Boston, the guest of the Rev. Dr. Courtney. He hopes to permanently settle either here, or in New York City.

MR. G. LACY HILLIER has met with financial disaster as a member of the London Stock Exchange. It gives us great pleasure to state that it was not owing to any fault of his, but entirely owing to a client letting him in. Mr. Hillier has the sympathy of all his acquaintances in his trouble, and we certainly extend ours with the utmost cordiality and sincerity.

MR. KARL KRON's latest report to this office, dated at Hartford, Ct., 13 February, says: "I reached the Allyn House here at 5.30 P. M., after six hour's bicycling on the ice, from West Springfield, twenty-seven miles away. I had no falls, and I walked no more than seven or eight miles, a strong north wind helping me. Unless a snow storm prevents, I intend to push through to New York, reaching there on the 16th.

MOSES SHERIFF, of Manchester, N. H., has ridden his 54-inch Rudge Light Roadster 7,192 miles in the last three years.

Litigation.

SUITS have been commenced by the Pope Manufacturing Company against the Gormully & Jeffery Manufacturing Co., of Chicago, for alleged breach of contracts. We are also advised that another suit against the Gormully & Jeffery Manufacturing Co. by the Pope Manufacturing Co. will be shortly instituted, for alleged infringement of patents.

ANOTHER SUIT

has been instituted by the Pope Manufacturing Company against Freeman Lillibridge, for alleged infringement of patents on saddles.

Mr. Ducker on the L. A. W. Uniform.

MR. DUCKER comes out in the last *Gazette* and tells what he knows about cost of the L. A. W. uniforms. His estimates are from actual prices given by tailors, and should be correct:

Cost of Cloth,	\$5 01
Add 10 per cent profit,	50
Making, medium estimate,	5 40
Add 25 per cent profit,	1 35
Total,	\$12 26

The above gives a better made suit than League members have been having, and shows a handsome profit to the manufacturer, and had the suit been sold to League members at \$12.50, the profit to the manufacturers for the year, assuming that they have sold 2,000 suits the past year, as has been reported, would be \$6,000, a handsome showing. But when it is considered that they were sold at \$15, there will be found a profit of \$13,318, certainly all that could be asked by the League tailors for one year. Now, as uniforms are generally made by the piece, here is an estimate by that process:—

Cost of cloth,	\$5 01
Add 10 per cent profit,	50
Making, medium estimate,	4 20
Add 25 per cent profit,	1 05
Total,	\$10 76

As Browning, King & Co. have been getting \$15 per suit, it will be seen that there is big money in it for the parties interested. Mr. Ducker offers to furnish a better suit than that made by Browning, King & Co. for \$10.80, and make a "little bit" for himself besides.

The A. C. U.

THE following officers of the American Cyclists' Union have been elected for 1887: president, H. E. Ducker; vice-president, E. G. Gordon; secretary, J. S. Dean; treasurer, J. H. Lewis; executive committee, extra members, W. E. Wentworth and G. H. Burt. Mr. Dean has absolutely declined the office of secretary. The above was omitted from last week's paper by an oversight.

Massachusetts Division, L. A. W.

THE monthly dinner and business meeting of the Massachusetts Division took place last Saturday at Young's. A large delegation was present. Chief Consul Hayes was nominated for position of vice-president of the L. A. W., and his name will be offered by the Massachusetts Delegation at St. Louis in May.

THE motion to advance money of the Division for the temporary relief of the National treasury was lost. The Division has \$700 in the treasury.

A GOOD deal of talk was indulged in on the "late unpleasantness" which amounted to nothing.

SEVERAL of the by-laws were amended.

MEMBERS in good standing 1 March, are entitled to vote for State officers. All votes must be in by 10 April. Any member whose legal rights as a rider have been assailed, can be referred to Committee on Rights and Privileges, and if worthy it will be pushed at the expense of the Division.

A SUFFICIENT number of representatives will be sent to St. Louis to cast the vote of the State, at the Division's expense.

Old Country Talk.

THE Stanley Show has been with us for three days now, and this afternoon it is expected will see a vast influx of provincial visitors. The show comprises, by a curious coincidence, exactly the same number of bicycles and tricycles, viz., 287, and a magnificent exhibition of a national industry they supply. Of the makes known to students of your advertisement columns, magnificent exhibits are those of Rudge & Co., Singer & Co., the Coventry Machinists' Company, and the New Rapid people. Rudge & Co., by steady work and painstaking attention, are commencing the New Year with brighter prospects than in the past. Singer & Co. have a great show, notable among their machines being the Victoria a double tandem to carry four. This is a beautiful machine and cheap at the price, £60, as compared with the price of single tandems. The Coventry Manufacturing Company, among others, show a di-cycle, on the lines of the Otto, of which great things are hoped. Charlie Palmer shows the Rapids with a pride born of their excellence.

NOVELTIES are not startlingly numerous, and men are heard inquiring "When shall we come to the monstrosities," in much the same spirit as the elderly spinsters displayed in connection with the Russian grenadiers at the famous siege of Widdin. The show is much more businesslike than of yore, and there is a marked diminution in the advertisement of racing machines in this wise: "This machine is specially built for Mr. Prodgers, captain of the Trotters Bicycle Club." The sound solid tricycle element leavens the show, and this is the element with most money; which is, of course, satisfactory.

THE Star machines receive a good advertisement at the hands of Wilson & Alden who perform during the day at the Aquarium. They are very clever, but do not by any means evoke the enthusiasm granted to Kaufman's performances last year. Both Canary and Kaufman have

struck "ile" in England, this winter, and are in good engagements.

AN important case has just been decided here by Judge Eddis. The plaintiff sued the Holborn Cycle Works for damages caused to himself and friend by the breaking of a tandem axle. The machine had been hired for the specified purpose of a tour in Wales, and owing to a flaw in the metal the accident happened, and besides damage to dress, etc, the plaintiff had to pay railway carriage, etc. The judge held that the machine was lent for the purpose of a tour in Wales, and had not fulfilled that purpose. Verdict for the plaintiff. This is a somewhat weighty decision.

BY a remarkable but painful coincidence two bitter foes of the cycling press have since last I wrote you, been visited with sore trouble. I allude to Messrs. McCandlish and Lacy Hillier, and I am glad to be able to record that the hatchet has been buried between them, in token of the same. I hear that Hillier behaved very generously, and any reports reaching you as to his financial troubles, may be met with the simple explanation that like many other men, he trusted another "not wisely but too well," and was unable at a quarter of an hour's notice to meet the strain thrown upon him.

GREAT excitement is felt throughout English cycling circles as the time draws near for the N. C. U. council meeting of 3 February. The Anfield Bicycle Club, backed by practically the whole of the Liverpool Unionists, is reinforced by eleven votes from Birmingham. In addition to these, unless defections take place at the last moment, many London club delegates will join the *Wheeling* party, and the division on the question of rescinding the suspensions is bound to be a very close one. Mr. Robert Todd has published a manifesto on the subject, and expressed his intention of fighting the question to the death. An effort was made to compromise the matter, but it ended abortively, and I expect to write you a week hence with somewhat stirring news.

I NOTICE that "Karl Kron" has been delivering his soul upon the editorship of the *C. T. C. Gazette*, and faith! he has a pretty theme. From all parts of country, the low growl is heard which betokens cycling John Bull arousing himself, and beginning to examine into this manner of the touring club, with its 22,000 members, and its trading proclivities. The latest grievance is the issue of a membership ticket like unto nothing upon the earth save a pill-box lid. This unsavory-looking piece of stationery is practically intended to compel purchase of the C. T. C. badge, as it could scarcely be kept untorn or unfrayed without some protection. An agitation is being set on

foot in Ireland to withdraw from the C. T. C., and keep the money in the Emerald Isle. The handwriting is upon the wall which gives notice of the termination of the reign of King Ernest Ship-ton.

THE BARD.

LONDON, 29 Jan. 1887.

Omaha.

OMAHA's famous athletic resort was the scene last night of the most exciting contests of speed on the wheel ever witnessed in this country. Thirty-five hundred people were there, two-thirds of them ladies, who contributed much to the enthusiasm by wildly waving handkerchiefs and lustily cheering their favorites.

The programme was an excellent one, and gave great satisfaction. The first event was a boys' race, one mile, for a medal, which was won by Deal Wertz. Time, 3.13.

The reporters' novice race resulted rather disastrously. The contestants were Messrs. P. P. Pomray, of the *Herald*, and Harry Hunter and A. J. Kendrick, of the *Bee*. Hunter and Kendrick sustained a collision, both being badly hurt, while their wheels were seriously demolished. The race will be run over in about two weeks.

The next event was a five-mile amateur dash between Mittaur, Peabody, Blackmore, Lytle, and Smith. From the first, this race was highly interesting. It seemed impossible for any one to keep the lead. Every man of the five captured first place some time during the race. On the second mile Peabody and Lytle collided, badly smashing the latter's wheel. Here two laps were lost by the fallen men. By this time Smith was winded, and the race was between Blackmore and Mittaur, the latter winning in 15.57.

At 9.30 the track was cleared for the event of the evening, the great twenty-mile race between John S. Prince, the champion of America, and T. W. Eck, champion of Canada. The articles of agreement called for \$50 a side, and 65 and 35 per cent of the gate money. It was also necessary for the winner to beat one hour and three minutes. As the champions appeared they were cheered to the echo. Two more gentlemanly riders than Prince and Eck it would be impossible to find. Prince set the pace first, and a lively one it was. From start to finish it was the closest, most exciting race ever run. On one side of the track Prince would pass Eck, when immediately, on the other side, Eck would spurt past the champion. Thus it was neck and neck for the full twenty miles. On the last mile Eck lead, and it seemed impossible for Prince to get by. Both were working for all they were worth, when, on the last lap, Prince's wonderful spurt took him a wheel ahead of Eck, giving him the race. Time, 1.4.36. It now transpired that, through an error of the scorers the men ran twenty-one miles instead of twenty miles, so that this

WATCH!

THIS SPACE.

Next week we shall give a

Detailed Description

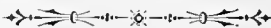
OF THE

RUDGE LIGHT ROADSTER

FOR 1887.

NOTE. — We expected to be able to give full particulars, this week, but some of our cuts not coming to hand, we shall have to delay you until the next issue.

FACTS THEY ARE, GENTLEMEN, And Worth Your While to Read.



1. We built the first hollow forked ball bearing bicycles in the United States.
2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
3. We have been manufacturing Cycles for eight years, but we do not belong to the Board of Trade (so called), of Boston, or any other combination.
4. We own the Largest Cycle Plant in this country, and paying no profits to contractors, we are able to sell our products at manufacturers' prices.
5. Our machines are made for road riding, and hold all of the important World's Road and Long Distance Records.
6. We believe that records made on a frail and delicately constructed wheel show no superiority in a Roadster.
7. If we thought they did, we should have made a racer long ago, though we never have.
8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in vital points, and not reproductions of foreign ideas.
9. We shall take great pleasure in submitting our new Catalog to your inspection and criticism. It contains detailed descriptions of by far the most varied and extensive line of Cycles and sundries manufactured in America. Our separate catalog of parts, telegraphic code, hints, instructions, etc., mailed on receipt of one cent stamp.
10. We are, Very respectfully,

GORMULLY & JEFFERY MFG. CO.

remarkable time was for one more mile than was intended. Just how the matter will be arranged is not yet known.

LUCIEN STEPHENS.

Thomas Stevens in New York.

THE great Stevens has at last returned to the American city which is responsible for his success to a marked degree. "Glad to meet you, sir," was Thomas Stevens' salutation to the BICYCLING WORLD reporter, who met him at the Grand Central Depot this city, in common with some dozen New York cyclists on Sunday evening when the 740 from the West rolled in. The hero of the present cycling decade is a model of unaffectedness and modest demeanor. One could hardly recognize him from the "cuts" that have appeared, with probably one exception; and Mr. Stevens acknowledged the one that appeared in a recent issue of the BICYCLING WORLD did look like him, and, to use his own words, "was first rate."

A fur-lined overcoat, slouch hat, L. A. W. badge in scarf, were the notable dress ornaments of the distinguished traveller. Among those that grasped the hand of Chinese victim were Frank Egan, Elliot Mason, Poultney Bigelow, Knight L. Clapp, Dr. N. M. Beckwith, Simeon Ford, John C. Gulick, and William C. Frazer, all of the Citizens' Bicycle Club, with the exception of the "Owl."

The entire party conducted

THE SHAH'S GUEST

to the League hotel (Grand Union) where an impromptu supper had been generously provided by the "Citizens," but owing to the monopolizing tendencies of *Outing's* editor, who spirited the club's guest away right from under the gentlemen's noses, so as to speak, twenty mad Citizens (and rightly so) sat down to dine minus their guest of the evening. "What idea seized Mr. Bigelow to insult our men in that way I cannot understand," was the outburst on Broadway from a "Citizen" to me this morning. It was, to say the least, very much in bad taste. To return to Mr. Stevens, he informed your correspondent, in answer to a query, that

HIS FUTURE WAS UNDECIDED.

Mr. Bigelow informed me he would endeavor to retain Mr. Stevens in the service of *Outing*, but from what I gather this morning from a shareholder of the magazine all is not serene in the pleasure-loving editorial rooms of your contemporary, and things may develop. It is also understood that the Redpath bureau, the well-known lecture managers, have already offered the all-round-the-world voyager, the snug income of \$100 per lecture for an indefinite period. The editor of New York's greatest daily also informed me that a

PROJECT TO START MR. STEVENS

on another equally as perilous journey was under consideration by his proprietors, if Mr. Stevens would accept.

The renowned cyler speaks with a slow deliberation, and the keen eye of the speaker is continually on you. The bicycle used in the trip arrived at the Columbia this morning, and a veteran never had a prouder reception than the 50-inch '83 pattern Columbia bicycle had this morning. Cycle enthusiasts thronged 12 Warren street,

AND SHOOK "PEDALS"

hand-fashion, with the wheel hero of the hour. The heathen Chinese's work is plainly discernible, and some half dozen loose and broken spokes bear testimony to the free use of brick bats or some equally hard substance used in the cordial reception tendered Thomas by the Celestials in Chinaland. A Zacharias and Smith luggage carrier had survived the shock, and nestled closely to the rusty once-nickelled backbone, while an English make of saddle looked as if many storms had somewhat impaired its constitution. The little wheel tire looked very "tired" and somewhat shaky, its robustness having departed many moons ago. The whole wheel looks, and is, indeed, under the weather from long exposure to numerous climatic influences; but, nevertheless, showed the general excellence of the colonel's work by withstanding the severe strain put on it.

The Citizens' Bicycle Club will banquet Mr. Stevens within ten days. The date had not been decided when this was mailed. The "wheel" partner of his sorrows and joys will occupy a prominent place on the table among fruits and flowers. A truly worthy offering to the modern god of travel.

W. J. MORGAN.

NEW YORK, 14 Feb.

St. Louis.

I. J. KIRKPATRICK spent the greater part of the week here, under the care of Captain Brewster. He spoke freely of League matters, and said the Executive Committee would open up everything in reply to the charges of the Pennsylvania Division.

He says he is a candidate for the L. A. W. presidency, and expects no opposition, with the exception of Pennsylvania. He is also working hard to bring a large party to the Meet from Ohio, placing his figure at 150 men.

THE General Committee, in charge of the Meet, holds weekly meetings, and expects to issue the official programme by 30 April. Messrs. Stewart and Northrup have already secured subscriptions for the Meet of \$1,000, and Lewis, Beckers, Sells, and Smith have secured large amounts.

SCARCELY a week passes at the Missouri Club without a musical treat or other entertainment. The next hop, 18 February, will be a brilliant affair.

LADISH, of the American Wheelmen, expects to make a round of the eastern centres shortly, and give his confreres a call.

Some time ago, I mentioned that a lady had been seen riding a small bicycle. The machine is the invention of Arthur Young, who failed to secure its patent, however. It is like the Rover, without the backbone, and has been ridden by his ten-year-old sister with ease and grace over some pretty steep grades.

BREVITY.

Manchester to Nashua.

ONE pleasant Saturday, late in the fall, two well-known members of the local club mounted their wheels for a trip to Nashua, some nineteen miles below here. The roads over which they would be obliged to travel, are recommended to wheelmen as the worst in the New England States; and the universal inquiry of wheelmen suffering from them, is, how far is it to the railroad? If any person had suggested taking the train to our members, their insulted pride would have been something sublime. The journey was accomplished without any particular event outside of headers, accompanied by their opinions of the road and road masters, and emphasized more especially where they dismounted over the front of the machine. After some two hours of riding and headers combined, our

"TWO WELL-KNOWN MEMBERS"

arrived at their destination, and were received with open arms by their friends in the fraternity. They at once started in to impress on their friends three things usual with wheelmen on such occasions, *viz.*, the speed with which they came, no headers or accidents, and the superiority of the home roads over those in and around Nashua. But not meeting with unqualified success, the reputation of one of them being to take a header on every possible chance, they adjourned to recuperate. Having recuperated to their satisfaction, they were welcomed to a supper befitting their rank, our "two well-known members" being of high degree; and after doing more justice to the menu than to their stomachs, they started out to favor the natives with a sight of their "august selves" by strolling about the streets. If a true description of the stroll that our "friends" took that evening, and

ALL THEIR ADVENTURES

were recorded, it would, without doubt, replace some modern books of travel. Nevertheless, their friends managed to get them home and in bed at a very seasonable hour. Indulging in a good night's rest, and not trying to eclipse the sun by early rising, our friends were somewhat troubled for time, as they had been notified to be on hand at nine in the morning to accompany the Nashua Club on a run to Pepperill, Mass., but after delaying the party some time, they managed to "get there," and after rendering a very plausible excuse, to themselves, they all started on a ride of eleven miles. Good roads and riding soon brought them to their destination; this journey being taken at an invitation

of a Nashua rider, who wished to
"SET 'EM UP"

to celebrate the first birthday of his son and heir, also a prospective wheelman. Making all due preparations, and the party being enlarged by local friends, "our two well-known members" having assured the landlord that all large eaters came from Nashua, and thinking the reputation of their city safe, they entered the dining hall, where an elaborate repast had been prepared for them. Some two hours were used in discussing the different courses, during which "mine host" saw how vain is trust in human nature, he having been firmly convinced that our friends "could work their jaws as well as their feet." Having partaken of all they could, conveniently, and declining all invitations to supper, they bade their friends good-by, mounted their wheels, and started on the homeward run, filled with pride, satisfaction, and dinner. Everything went along very smoothly till they reached the town of Litchfield. An old saying has it "that pride goeth before a fall," was several times verified during their run to the above town. A suspicion that it was going to rain possessed them, and at Litchfield their suspicions were confirmed by the appearance of a heavy shower. Miles from home and friends, they tried to ride, and they thought of the pride with which they left their friends, when the old adage "proved true, and they concluded to try the "walking act." Slowly they plodded onward, and at last, as a gleam of light flashed on their sight, our friends' courage arose very quickly. At last they reached the house which was the source of the light, and invited themselves in out of the rain.

The owner of the house, being a good-natured sort of an individual, did not object, and observing their condition offered the

USE OF HIS WRINGING MACHINE,

which offer was declined *without* thanks. Their friend, seeing that they were in a condition not to relish a joke, offered to "shout" on cider, which offer was accepted *with* thanks. Having indulged heavily, and praised it highly, imagine our friends' surprise when informed that it contained a large per cent of fire water. Having sat around the fire till they felt in condition to ride through rain, darkness, or anything else, they bid their friend goodbye and started homeward; but alas! for their courage; it failed them when their wheels would not keep still long enough for them to mount, this is their excuse for walking. Time flew on a good deal faster than our friends did, but they kept moving, and at last they reached Goff's Falls, a small village some four miles below Manchester. Here they decided that it would be a breach of etiquette not to call on their acquaintances here, so, regardless of the hour or their condition, they concluded to call on a well-known resident, who boasts of several pretty daughters, and

who would be glad to see them; he owned
ALSO A FINE DOG.

who at that hour was not glad to see them, and objected to allowing them to enter, but the family, hearing the disturbance, came to the rescue, and they were received with open arms, figuratively speaking. One of our friends so far forgot his dignity as to go to sleep alongside the dog, he having refused all invitations to occupy a chair, while the other occupied the largest part of three, and entertained the family with an account of their trip (colored by cider), which proved that they were without doubt the fastest riders in this or any other country. At last having waked up the sleepy member, and impressed upon the other that they should start for home, although they were willing to prolong their visit, they mounted their wheels and started that way. It is said that everything has an end, but our friends thought that the road they were on was an exception, but it proved true, and "our two well-known members" arrived home perfectly satisfied with their trip, that night. The next day they held a consultation, and decided that cider is not a valuable adjunct to bicycle riding, and if they indulge now, it is after the composition is found out, and if not, temperance cider is declined with thanks.

ONE OF "OUR TWO WELL-KNOWN MEMBERS."

The District Wheelmen's Hare and Hound Race — A Character Sketch.

WRITTEN FOR THE "BICYCLING WORLD"
BY "A. VOICE."

It was a warm day in September, 1886. Bright and early, every member of the District Wheelmen was astir, cleaning and oiling his machine, preparatory to participating in the great Hare and Hound Chase that was to come off that day. At 7 A. M. all the boys had breakfasted, and were assembled at the clubhouse equipped for the sport. Six large bags of "scent" had been prepared the evening before, at the expense of all the old issues of the *Bulletin*, *Wheel*, and *Cycle* that could be found in the house. Captain Edmonds wrote the word "hare" on four slips of paper, and folding them up, placed them in his cap, together with a number of blanks similarly folded; and then the drawing commenced. The first to draw a "hare" was Nicholls, and the following soon discovered that fortune had designed them to be pursued: Mills, our lieutenant; Morris, our worthy president (who rides a Star); Sholes, Tyler, and Grimm. Much comment was occasioned when the drawing was over, by the manner in which the "hare" slips had covered our slowest and our fastest riders, our 'long and our short-winded men, our crank and Star riders, and our officers and privates as well. The start was made at 8 A. M., with a fair prospect of a good day's sport over the roads in the vicinity of Washington.

Upon the blowing of the whistle,

Sholes, who had been chosen leader of the hares, gave the word, and off the game flew like the wind, taking a course out Pennsylvania Avenue toward the Conduit road and the famous Cabin John's Bridge. But little scent was scattered in town—just enough to make it easy to follow and not mistake the course taken. I had noticed that Morris took the bag containing the torn-up *Cycles*, Sholes had the *Bulletin*, and Mills selected the *Wheel*, the others using newspaper scent. It had been agreed that the hares could separate if they saw fit, but must leave a trail indicating such separation in case this manoeuvre was resorted to.

Twenty minutes past eight witnessed the start of the hounds, Captain Edmonds leading, and myself acting as lieutenant, vice Mills, gone on ahead. Edmonds marshalled his dogs well. He told us to let our fast men go ahead, and our "stayers" follow. When the scouts, as they were termed, had found the scent, the long-winded ones were to take it up and follow to the death. Five of the hares must be captured by actual touch of person before the chase was to be considered over; and the dinner would be held at the Montgomery House, Rockville (distant some seventeen miles by road from the city), to which place every dog and hare was to repair at five o'clock, or the hounds with their prey as soon as caught.

Arriving at Georgetown Hill, a diverging road at the top was found strewn with scent, the *Bulletin* indicating the direct road towards the bridge, eight miles up the river, and the *Cycle* scent branching off north. How many of the hares had gone with those who had scattered these two scents, could not, of course, be known, but as I could not compete in speed with Morris, and knew well "Billy" Sholes' proclivities for refreshments, I asked to be sent after that party with a detachment of flyers, assuring myself I would overtake them at the Bridge House, if not before.

Accordingly, Robertson, Clary, Lowell, and myself took the west road, and Edmonds, with his followers, left us. Rob shot on ahead, and we two rode quietly along in the dust he had stirred up, and chatted merrily as we went. Thus a quarter-hour passed. Then Rob loomed into view in the distance, coming back at racing speed. When he had reached us, he briefly reported that some one had left the road, or else Sholes was alone in front, for he had seen him on ahead pedalling away for dear life, and no one with him. I sent Clary back to look for diverging scents, and, seating myself by the roadside, despatched the balance of my contingent to overtake "Billy."

Fifteen minutes passed, and Clary came back, reporting that he had found a branch scent a half mile back. But I took up the forward course, and we soon met our hounds with Sholes in tow. He had slipped a pedal and fallen, and was easily overtaken in his endeavors to remount. I sent Lowell with him, and

CUNARD

**BICYCLES.
TRICYCLES.
TANDEM.
SAFETIES.**

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO., Sole Importers, 75 CLINTON AVENUE, NEWARK, N. J.

SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

CATALOGUES FREE ON APPLICATION.

CABINET PHOTOGRAPHS OF ANY MACHINE, 25 CENTS.

RESPONSIBLE AGENTS WANTED.

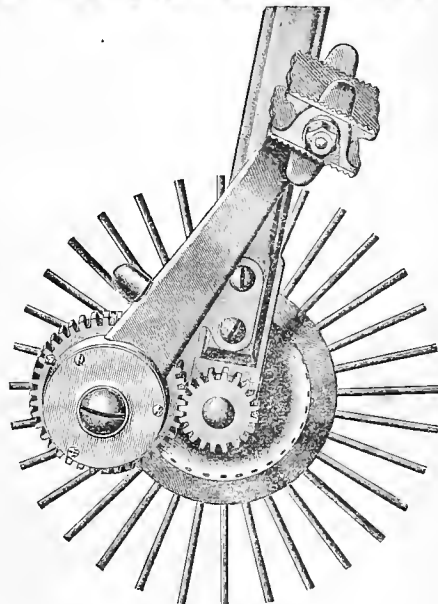
SPRINGFIELD ROADSTER.

(YOST & McCUNE PATENT.)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.
Do not fail to examine before purchasing.



PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington Street, cor. Cornhill and Brattle Streets, or, **SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.**

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

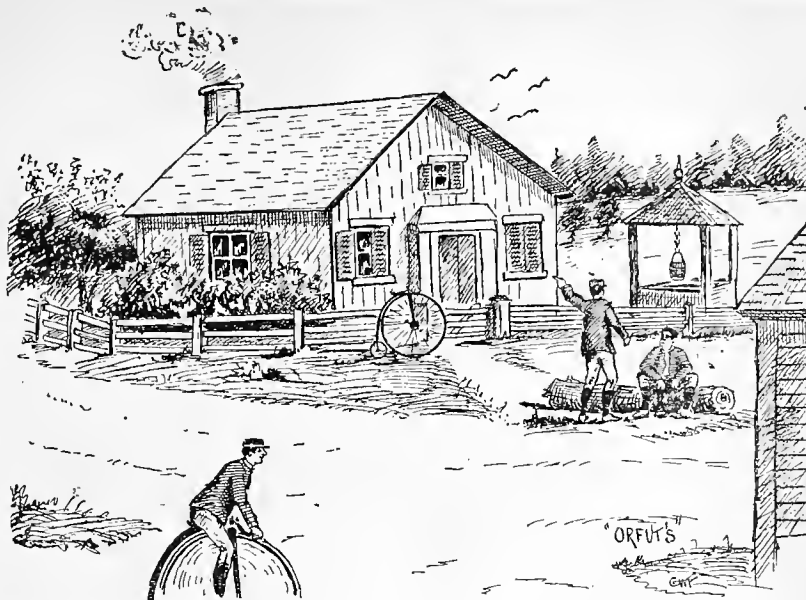
they took the river road for Rockville. Then we three crept back to find the sly hares who had given us the slip. At the drinking-trough, Clary pointed out a but little-used by-road, and there, sure enough, was a scent, faint but decidedly fresh, and, as I noticed, pieces of the *Wheel*, then I knew Mills was ahead, and realized that we had to deal with a crafty and cunning hare — more properly deserving of the title “fox” than anything else. Rob waited in the road, I sent Clary up the main pike a quarter mile, to cut off any escape into it from the woods, and I undertook to hunt the underbrush for our lieutenant. I left my wheel, and crept silently through the bushes in the direction indicated by the scent. He had done well, indeed. The course lay over a ravine that was difficult of crossing even afoot, and I barked my shins on a jutting rock, giving vent to language in consequence that was decidedly more forcible than elegant. Next a stream had been forded, and then a sharp turn to the left was indicated. I followed *doggedly* (no joke), and grew more and more cautious as I progressed. At last my search was rewarded, for there in a little hollow, with wheels leaning against a tree, I saw, not George Mills, but Tyler and Grimm. Rushing up, I laid hands on them and pronounced them caught.

Returning to the road, I found Robertson impatient to be off and at work, and when we came up with Clary, he was fairly jumping up and down.

“Mills has just come out of the bushes ahead, and shot up the road,” the latter reported.

I sent Rob after him, and despatched Clary, with the two additional captives, for the rendezvous, Rockville.

At the Bridge House I overtook Robertson, waiting for orders. Mills’ wheel stood passively against a friendly tree-box, and unmistakable scent led to the ravine beneath the bridge. We set out on foot to capture our jack-rabbit, realizing that this was to be a hunt to the very death for, since he had abandoned his wheel, he must be on foot, and consequently in the vicinity. We followed and followed, sometimes sure of the scent, sometimes doubtful, but ever on the *qui vive*, and truly earnest in our endeavors. Rob exercised great skill in tracing the route that had been taken, often finding the trail when I was completely nonplussed. At last, by dint of hard labor, we traced it back to the hotel! Here was a go, indeed. We were in a fix, truly. Our wary hare had given us the slip, or passed us on the back track, and gone back towards the city. So we held a council of war, and meditated on what next could be done. At this juncture the landlord remembered himself, and rushed into the house for a note that had been left for me. I give its contents in full, for the benefit of the reader, and in order that he may judge of my surprise and chagrin, and of the true cunning which had characterized the *manœuvre* Mills had practised.



“Sholes volunteered to walk to Rockville with me, while we were eating our lunch, and would offer no explanation. Careful search failed me in finding his wreck, but Mills’ wheel stands outside. I can’t understand it at all, and give you this information for what it is worth.” (Signed), LOWELL.

We puzzled our brains until our heads ached; we thought, we surmised, and we almost got mad at each other for the ridiculous suppositions that were suggested—but all in vain. I think we must have wasted fully half an hour in an endeavor to solve this problem, which was in truth too much for our poor weak minds to decipher. At last a gleam of light penetrated the cobwebs that had grown over my brain. An exchange of machines! I timidly suggested it to Rob. He laughed at first, and then became suddenly serious.

“Perhaps,” he ejaculated, at length. Then “Hooray!”

So we reasoned that Mills and Sholes had in some way communicated with each other and effected an exchange. The former had, perhaps, gone on ahead, and the latter magnanimously volunteered to walk to the rendezvous, some nine miles, rather than give up the game. What generalship! What cunning! I mentally congratulated the wily leader of the hares on his perception, and on the true cuteness of the trick that had been played on us.

But the proof lay in the scent; was it to be found. So we ran up the road, and there it was, sure enough! Baffled? Ah, the thought. What, with the immense start he had on us now, our only hope lay in his exhaustion or accident! But we started on, under the noonday sun, crestfallen enough.

At Offut’s cross roads we came up with Sholes and his captor Lowell. Sholes plead lameness, and was sitting by the famous well that marks that spot, his head in his hands. Lowell was entreating him to go on in some way, but all in vain. As we rode up, his face broadened into a bland and pleasant

smile; rather too satisfactory, I thought, for a sick man. I could elicit nothing from him by inquiry, but the scent lay up the road, and Lowell had already noticed it in astonishment. Just as we were about to set off and leave them there, up drove a wagon with Mills’ wheel aboard!

“By George!” I muttered to Rob, “We were right, and that rascally leader is going to ride to Rockville on Mills’ wheel!”

Sholes burst into a laugh that might have been heard at Great Falls, as the wagon appeared, and a faint suspicion began to show itself on Lowell’s face; but I could get nothing out of “Billy,” try as I might.

So we pursuers set out, faster than ever, and twice as hot. Need I dwell upon it? We did not overtake him, of course, although I sent Robertson on ahead at racing speed, and pedalled on in the rear as fast as ever I could, in the vain endeavor to keep up. We reached Rockville twenty-five minutes behind him, out of breath, tired in spirit, and totally depressed. We kicked ourselves for our lack of perception, and stood the taunts of the others as best we could, knowing that we well deserved them.

(To be continued.)

MR. W. S. DOANE, winner of the 100-mile Boston Club race, has entered the bicycle department of Messrs. Stoddard, Lovering & Co., and would be glad to see his friends at No. 152 Congress street after this date.

MURRAY, 100 Sudbury street, has already commenced to feel the return of activity, as his repair shop is beginning to fill up. He will be well stocked with “American cycles” the coming season. He also teaches purchasers how to ride if they don’t already know how. He is also city agent for the American Cycles.

Gormully & Jeffery Manufacturing Company.

WE append below a circular issued by the Gormully & Jeffery Manufacturing Company to their agents.

To our Agents:—We take this method of informing you that we are in litigation with the Pope Manufacturing Company of Boston, Mass., and also with the Overman Wheel Company of the same place. We understand that some of our agents have been notified by the above parties that in case they sold any of our goods they would be liable to suit for infringement, etc. Now, we beg to assure you that we will indemnify you and hold you harmless on account of any suit which may be brought against you by the Pope Manufacturing Company or others, founded upon the sale of our goods in any manner. We will immediately, upon any suit being begun against you by either of the above parties, enter our appearance, and furnish counsel and defend such suits without costs or charges to you in any way. The counsel we have retained to defend in any assault made upon us or our agents by either of the above companies are the Hon. B. F. Thurston, of Providence, R. I., and Messrs. Offield, Towne, and Phelps, of Chicago, Ill., who have fully examined all patents upon which the above companies threaten litigation with us, and who confidently assure us that the goods manufactured by us do not in any manner infringe them or any of them.

We do not favor the braggadocio campaign entered into by the above named companies to obtain an undue advantage in an honorable industry, but should we desire to enter into any such campaign, we are the owners of patents which are much more valuable and serious in their relation to the bicycle and tricycle industry than any of the technical and detailed patents claimed by them.

We write this to overcome any feeling of intimidation that may arise, should you receive any such notice, for which purpose alone it is sent, and also to assure you of our legal protection in every case.

Sincerely yours,

GORMULLY & JEFFREY M'FG. CO.,
R. P. GORMULLY, *President*.

WHEEL CLUB DOINGS

THE Rhode Island Wheelmen will now turn their attention to securing a clubhouse. Being well organized, well officered, they now propose to be well housed.

THE first German of the Owl Cycling Club, of Chicago, took place last week. The capacity of the house was tested to the utmost by the crowd of merry dancers. By the way, the Owls will remain true to the L. A. W. for another year.

At the annual meeting of the New York Bicycle Club, the following officers

were elected: Captain, Edward J. Schriver; first lieutenant, Harry S. Raven; second lieutenant, Dr. Morris L. King; secretary, George S. Daniels; treasurer, R. R. Haydock; club committee, Frank W. Kitching, Fred M. Daniels.

THE Harlem wheelmen held their second annual reception at the "West End Hall" last Tuesday.

THE Dorchester Bicycle Club will have their first dinner on Saturday evening, 5 March. The Quincy House or Young's will be the scene of the jollification.

At the regular monthly meeting of the Maverick Wheel Club of East Boston, held on Tuesday evening, the 8th inst., the following officers were chosen for the ensuing year:—W. C. Moore, president; F. C. Coleman, vice-president; A. J. Rogers, captain; Wm. Bell, first lieutenant; J. E. Bigelow, second lieutenant; C. E. Little, secretary; E. H. Kingston, treasurer; W. E. Jordan, bugler; C. E. Little, color bearer.

At the regular annual election of the Ixion Bicycle Club, New York, held Tuesday, 1 February, the following officers were elected for the ensuing year:—President, Frank A. Egan; vice-president, S. L. Hall; corresponding and recording secretary, F. I. Stott; treasurer, C. A. Dunn; captain, M. G. Peola; first lieutenant, A. Y. Pringle; second lieutenant, I. M. Shaw.

At a special meeting of the Columbia Bicycle Club of North Attleboro a committee of three were appointed to make arrangements about our sixth anniversary ball. F. I. Gorton, H. A. Hall, and F. B. Brigham (who generally heads the list on occasions of this kind.) The date will be made known later. After the meeting adjourned, we all made a rush to a dime show opposite our club rooms, followed by our respected janitor, who, by the way, is called "Baldy."—SECRETARY.

THE Hudson County wheelmen have grown too large for their quarters, and at the annual election, 3 February, it was voted to split and form two organizations, viz.: the Hudson County Wheelmen proper, and a Northern division. The former will be captained by Mr. Woodward. H. T. Nicols, treasurer, and C. G. Myers, president. The Northern Division held their first annual reception 17 February, at Oakland Rink, Jersey City.

THE Flushing (Long Island) Bicycle Club is going to disband, and will in a body join the Flushing Athletic Club, which has a two hundred membership. A six-lap cinder path will be built to accommodate the influx of cyclers.

THE Massachusetts Bicycle Club last week elected these new officers: President, Charles Richards Dodge; vice-president, A. Douglass Salkeld; treasurer, William H. Minot; secretary,

William H. Farrington; librarian, D. W. Colbath; captain, Alonzo, D. Peck, Jr.; first lieutenant, James M. Burr; second lieutenant, Walter A. Shockley; tricycle captain, John T. Williams; tricycle lieutenant, Dr. W. D. Ball; first bugler, Ernest R. Benson; second bugler, F. W. Perry; first color bearer, W. H. Minot; second color bearer, Charles D. Cobb. This is an excellent ticket, representing, as it does, all the elements of this large club. We congratulate the club on the choice of Mr. C. Richards Dodge as president, and the re-election of A. D. Peck, Jr., as captain. The re-election of John T. Williams to the captaincy of tricycle division, was a fitting acknowledgment of past services rendered. The next athletic entertainment will take place Saturday evening, 26 February, and from present outlook, will be the best yet held.

"To the Home of the Toboggan."

"KEEP THE TRAIN A' MOVERIN."

THE Boston bicycle club men have been to Montreal. They are sure of that, and as a proof thereof, they exhibit a single eye-glass, which now adorns the left optic of each and every one of the twenty who made up the party. The good car "David Garrick," carried the men to and from "the home of the toboggan." It was their house while away. A good cook, good waiters, plenty of provender and lemonade, (?) and jovial company made life on board the "Garrick" an elysium of six days' duration, by the clock. The party arrived home last Sunday, at 3 P. M., over a day and half behind schedule time. We interviewed the gentlemen as soon as we conveniently could, and so glad were they to see us, that they tried their level best to land us in the second story of the clubhouse, by "bouncing" us through the ceiling. After this gentle reception we endeavored to elicit some information *in re* the trip, but each and every man believing himself the only one who could do justice to the occasion, we found it rather hard to disentangle the details. Whether Mayor Beaupre or the Marquis of Lorne rode down a certain "Park slide" with seven others, a distance of (estimated) from two to ten and a half miles, we could not evolve. Whether Dick Tombs did pay duty on his snowshoes, or whether the lemonade administered to the custom house officer was so seductive to the palate of that functionary, as to obscure and cloud his official conscience, "deponent sayeth not." Who won the famous snow shoe race, and whether the winner did beat the train in a spurt of some ten miles or odd, we failed to find out. Who produced the best "imitation" of every known article from a dyspeptic frog to a Webster dictionary, bound in calf, we failed to decide (they all claimed that honor.) One thing we did find out, and that was that more fun and enjoyment to the square second was compressed into

thetime they left Boston, and their return thereto, than was ever experienced by any one of them before. The Montreal men and clubs treated them royally. They were recipients of marked courtesy, at the hands of the city officials. They have nothing but praise and good words to speak of their reception. Such a memorable trip, the inception, management of which is due to President Hodges, deserves a longer notice, but as justice cannot be done by devoting pages of the *WORLD* to the subject, the historian and the artist of the party, Messrs. Donahoe & C. W. Reed will put their impressions on paper, and that in turn will be put in type, and a special book printed and distributed among the members of the party, as a memento of the Montreal trip of 1887.

THE TRADE

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Columbia Tandem.

A.T.B

POPE MANUFACTURING COMPANY, BOSTON, MASS.

In designing the Columbia tandem great care has been taken to profit by experience, and to produce a double handle-bar steering tandem that two ladies could ride.

How well they have succeeded will be at once apparent if the reader will study the above cut, and the description following. Forty-inch drivers and 26-inch pilot will be used on this machine. A double axle will be used and through this the solid axle will pass, to which the wheels are firmly attached. This axle is divided at the side by the improved Pope & Whitehead balance gear, and to which also is attached the tubular outer section. This is of ample dimension and strength. In the middle it receives the bearings of the main frame, and between them, has fastened securely to it the sprocket wheels of driving gear, and drivers for brake band. The bearings are made under a patented process, and are three in number, one in the middle and one at each end near the wheels.

The main frame is strong, and well braced.

The seats are adjustable, as also are the handle bars.

The driving gear is of the special make of this firm, and the chains admit of adjustment both by moving the brackets that carry the lower gears, and by raising or lowering pedals in crank slots.

The cranks are specially modified pattern of new Koos patent which afford an absolutely secure socket for pedal pins.

The chain is of the now well-known Ewart patent, forged steel, detachable link chain, which can be shortened or lengthened, without the aid of a mechanic, instantly.

In its steering the Tandem presents their own improvements on the automatic double handle-bar steering, which will be found very accurate and effective in its working. The strong tubular spindle attached to the arch of the hollow forks in which the steering wheel turns, takes a bearing in our newly-devised socket-steering head, and above receives the straight arm of the handle-bar, which moves up and down in it for adjustment, and is secured by a binding bolt in any desired position. A cam shoulder at the lower end of the steering-head, acts to automatically retain the steering wheel in a plane parallel with the driving wheels, with a tension regulated by an adjustable spiral spring above. This is secured to the spindle by a movable clip at its upper end, and acts upon the steering head through a very neat ball bearing. With the bicycle handle-bar, virtually bicycle steering is given, very effective and true in its working, and affording absolute control over the course of the machine. When desirable, the steering may be done from the rear seat by loosening a binding bolt in the main frame upright which receives the straight arm of the handle-bar, and attaching a light connecting rod between the handles on the right side. This is adjustable in length, and specially devised ball-joints at its ends give it freedom in action, and obviate rattling.

The brake can at once be applied by either rider. This is a good feature, and one that enhances the safety of the machine.

The adjustment of the handle bars and seat rods, is ample to cover the requirements of all sizes of riders. Wire dress guards to cover chains are fitted and foot rests are also fitted.

The converting of the tandem into a single tricycle is quickly accomplished by disconnecting the rear chain, and the brake attachment, and withdrawing the bolt at the front end of the horizontal brace below, and then those which connect to the main frame, the tubular portion carrying the rear saddle-rod, handle-bar, and driving-gear.

The frame, as will be seen, is of an extremely strong formation. The riders are placed well apart, and the balance is nicely adjusted.

The wheel base is long, about forty-four inches, and the general appearance of the wheel betokens speed, comfort, and strength.

We most heartily welcome this first American tandem, and we congratulate the Pope Manufacturing Company on scoring another "first."

The Stanley Show for 1887

HAS been as great a success as any of the previous ones. It has been the custom of the *WORLD* in years gone by to publish specially written reports, but we do not believe they were of much interest or value to our readers. In the first place, the number of makes of machines imported to this country is insignificant compared with the number of dealers exhibiting. Besides, one gets very little information from an item like this.

"The well-known maker, Gougem, exhibited samples of his famous Sureties, 48-inch wheel, good value, well finished, etc."

In ordinary bicycles there seems to be little if any change or anything about them that needs remark. All the modern bicycles pure and simple, are very much alike. Some of the more reliable firms have put out a good machine at a lower price than has been customary.

The most notable feature of the show is the unanimity with which the makers have copied the latest success; to wit, the Rover Safety. A year ago it was the Kangaroo, but this year the rear driving safety is almost universally counted as one of the standard patterns. The machines of this class, of course, vary in

detail, but the general features of Stanley & Sutton's Rover, are more or less faithfully copied. It can safely be said that this type of cycle has come to stay. In tricycles our prognostication has been shown correct. The standard pattern is a front-steering machine with small driver (about 40-inch), long wheel base, and large pilot wheel. The most common method of carrying the front wheel is after the Crippen pattern. Handle bar steering for both ladies and gentlemen, is the most generally adopted. Tandems differ from the singles in no material respect, except they are double. The long wheel base permits of good space between the riders. The number of breakdowns in tandems, last year, has led most of the manufacturers to put a little more weight in their doubles as well as stronger axles, and in many cases, by the addition of an extra pair of bearings.

As usual, there was a number of novelties; the most interesting to our readers being a number of saddles of the Kirkpatrick *cum* Lillibridge, *cum* Victor pattern. Singer & Co., show a four-in-hand tandem, and Dan Albone, a tricycle, which can be converted into a safety. In appearance as a tricycle, it is not unlike the little red velocipedes boys trundle about the city's sidewalks, but it is driven by the rear wheels. This, we think, gives our readers the show in a nut shell. The machines to be imported to this country, will be described in detail, from time to time; to these descriptions we would refer our readers.

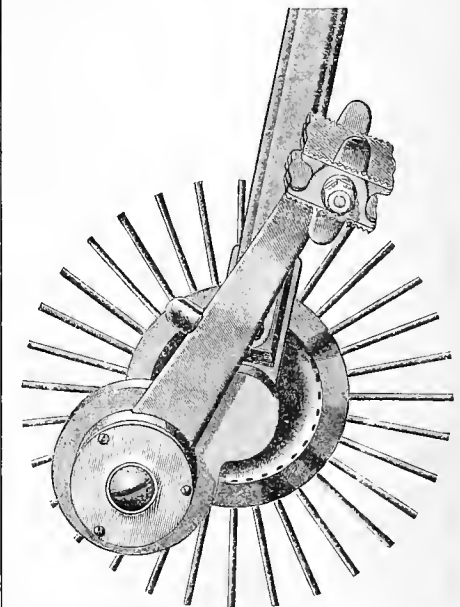
H. D. HEDGER & Co., have been putting in time during the dull months, and manufacturing a bicycle called the Swift-sure. It is a high grade machine. Tangent spokes, Warwick rims, Bown's ball bearings all round. A departure in fitting on the handle bars is made in this machine, instead of screwing in laterally, the bars are made in one piece and set down on the squared end of the head. The bicycle is very fine in lines and finish.

The New Springfield Roadster.

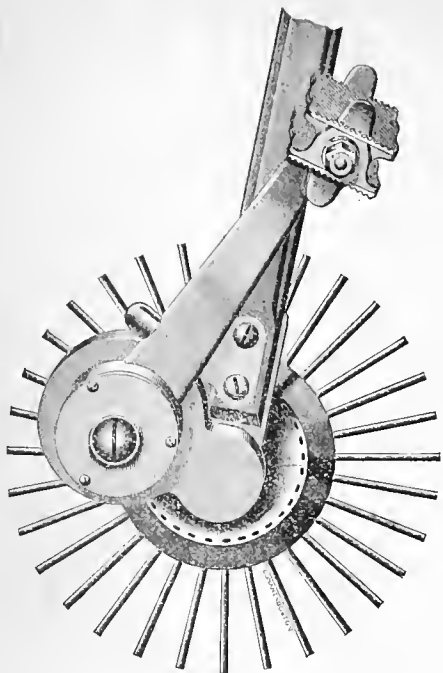
MANUFACTURED BY SPRINGFIELD BICYCLE COMPANY,
19 PEARL STREET, BOSTON.



THE above illustration shows the clutch from the inside, with the roll bearing and gripping mechanism. Perfectly smooth and noiseless. No friction added by applying the power. No waste of power; it grips at the slightest touch. No dead centres.



The above illustration shows the position of the lever fulcrum stud, as arranged for a tall rider.



The above illustration shows the position of the lever fulcrum stud, as arranged for a short rider.

Below, we let the Springfield Bicycle Co. present their machines in their own language, as made to the WORLD representative.

"In the Springfield Roadster bicycle we believe we have the only wheel combining strength, safety, speed, low price, and durability.

"It has speed because a larger per cent of the power expended is gained by the use of the lever than of the crank motion.

"You will note from our advertisement in this paper that our claims of merit are,—a good substantial wheel, built of the class of material used by other manufacturers of wheels, viz: weldless steel tubing, and steel drop forgings, and of equal workmanship, for the low price

of \$75; this is one third less than the usual price of other high grade wheels.

"By the use of our improved walking motion we lessen the first cost of production, which enables us to sell at the above price.

"We can thus build our wheels all of one size, taking a class of riders from 48-inch diameter wheel to a 56-inch. The size now made by us is 50-inch front and 20-inch rear wheel. The variation made from this size is arranged by changing the position of the lever fulcrum, either higher or lower, as the size of the rider may require; by this method we avoid making different sizes of tools for each size of wheel, therefore we can materially lessen the cost of production, which saving we propose to divide with the purchaser.

"Besides, we make a wheel which is absolutely safe against 'headers,' and the only one of this kind made; the rider controls and rides the large wheel, which preserves the beauty of the crank wheel, yet possesses a perfect safety unknown in other wheels.

"We ask you to bear in mind the price of the wheel, its safety, hill climbing, and all-round road riding qualities, beauty, style, finish, workmanship, etc., at the price as above."

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP. — Unless protested received within ten days from date of this publication each of the following applicants are considered provisionally elected: L. A. White, 7 Maple avenue, Waterbury, Conn.; Frelon Morris, Parsons and Surrey streets, Boston, Mass.; A. L. Eaton, Holdrege, Neb.; E. C. Dickson, Factory street, Canal Dover, Ohio; E. A. Simonds, 143 High street, Charlestown, Mass.; Frank Gavin, M. D., Church, Home, and Infirmary, Baltimore, Md.; B. W. Franklin, 2 Wall street, New York, N. Y.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, \$6.00.

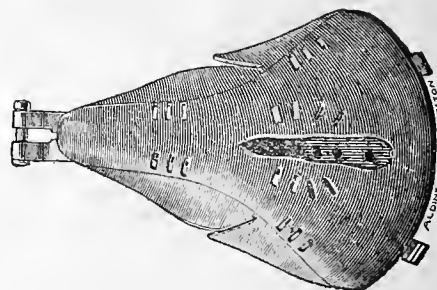
SOLE U. S. AGENTS.

STODDARD, LOVERING & CO.

152 Congress St. Boston, Mass.



SIDE VIEW.



TOP VIEW.

Health upon Wheels. By W. Gordon Stables, M.D. Contents: What is meant by Health. Health of the Skin, Baths and Bathing. "The only Middling" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the WORLD for one year, \$1.35.

A B C of Bicycling. A book for beginners, giving full instructions for riding, with Hints, Suggestions, etc. By mail, 12 cents.

Bicycle Tactics. By Capt. T. S. Miller. A complete manual of Drill for Clubs. The best work of the kind By mail, 20 cents.

World Binders. We furnish the Common Sense Binder for \$1.00. It is the best Binder we can find, and is made especially for us. By mail, \$1.00.

The Wheelman's Hand-Book of Essex County, Mass. By George Chinn. Third edition, containing sketches of the Cities and Towns of the County, with mention of their objects of interest, Hotels, Cycling Clubs, League Officials, Road Routes, Etc. Also, Sketch of the League of Essex County Wheelmen, and a Chapter on Wheel Literature. By mail, 20 cents. This publication and the WORLD for one year, \$1.15.

My Cycling Log Book. By F. W. Weston, R. B. C. B. T. C. Chief Consul C. F. C. for the U. S. Familiarly known as "Papa" Weston. This book is compiled for record and reference, by the most experienced cyclist in America. It is a valuable book for those who wish to preserve a record of tours and runs. It is elegantly bound in flexible covers. As a means of reference in coming years, it will prove invaluable. By mail, \$1.30; at Office, \$1.25. This Publication and the WORLD for one year, \$2.10.

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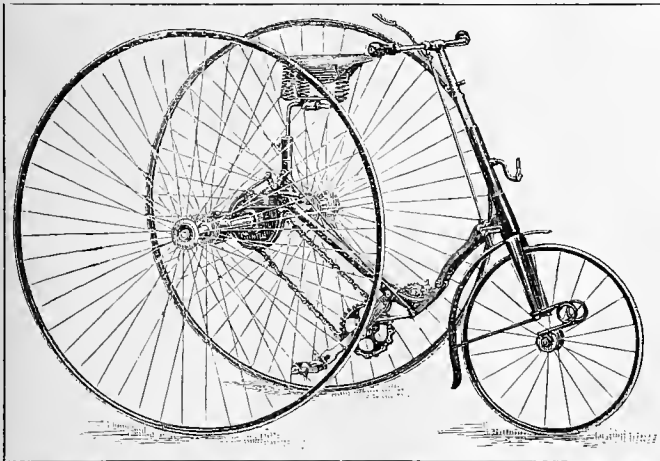
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BOSTON, 25 FEBRUARY, 1887.

Volume XIV.
Number 17.

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*Extract from a London letter to the
L. A. W. Gazette, Jan. 8, 1887:*

Speaking of manufacturers with "big stock" crying down Improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course, the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head. With cone or hemispherical centres, however true and well hardened, it is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

With the Greatest of Modern Improvement,

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1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

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TO EXCHANGE FOR OTHER WHEELS

on very low terms; in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a **Superb Light Roadster.**

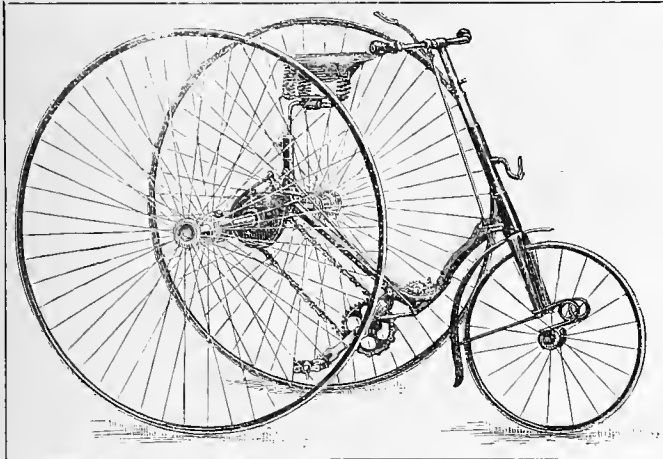
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Write at once, giving full particulars of your wheel. We have but a few.

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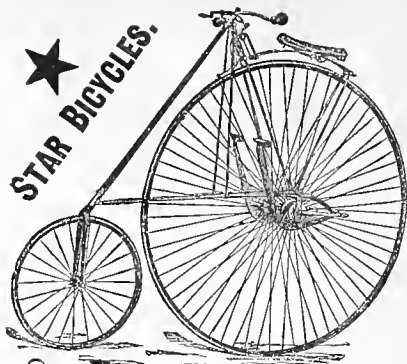
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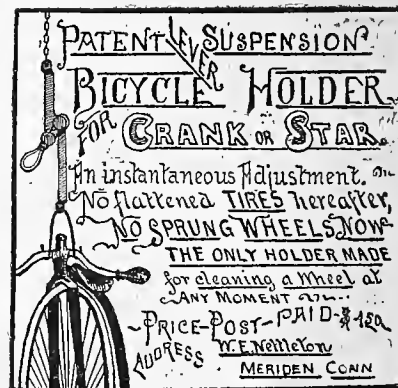
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 25 FEBRUARY, 1887.

WE do protest, loudly and most emphatically, against the cool assurance with which the C. T. C. has deliberately stolen the insignia of the L. A. W. If it was not exasperating, it would be laughable. We do hope the L. A. W. officials will take some vigorous means of apprising King Shipton and his merrie men of their candid opinion, and we should think the committee who produced this "original design" would be ashamed of their piracy, and the general membership of the C. T. C. would be indignant and humiliated.

The stenographic report of the proceedings at the New York meeting does not cast that lustre on the administration of the L. A. W. we should like to see. It does not place Mr. Aaron's position in any better or worse light. The slipshod method of conducting the business of the League, it is shown, did not confine itself to the Secretary-Editor's office, it spread itself out into the select coterie of the Executive Committee.

To run a private business, or the affairs of an organization, or a club successfully, requires the same broad principles of management and administration. A departure from these vital principles will surely bring chaos and disaster to any disregarding them. Never was the truth of this more forcibly demonstrated than during the past twelve months' history of the business management of the L. A. W. *Bulletin*. An examination of the report of Vesey & Vesey, the expert accountants, backed by the personal admission of Mr. Aaron himself, show the most pitiful lack of system in the book-keeping of the Secretary-Editor's office. Vials of wrath have been poured on the head of Mr. Aaron, and we confess we find it impossible to say it is undeserved. But let not this whirlwind of indignation divert our attention entirely from a quarter to which we think a little of this tempest should find its way. It appears that as early as May, 1886, the Executive Committee had its attention called to the state of affairs in the Secretary-Editor's office. What did it do? Well, it strained every nerve to save the League from loss at the hands of Mr. Aaron. So far, so good. The deficit was made up, but did the Committee take any steps to ensure the affairs of the *Bulletin* being run on a strictly economical and business basis? We believe not. Mr. Aaron has been arraigned, tried, and found guilty by the Board of Officers, and many of the members of the League have raised their voices in assent at the justice of the verdict. Has the fury been expended on Mr. Aaron? Have all the vials of wrath been emptied on his devoted head? If not, we think a little of the same kindly attention should be shown the Executive Committee. The members of the Committee did not seem very enthusiastic over the prospect at having the stenographic report of the proceedings printed, and we now think we

see the motive in this "kindly feeling of the Executive to shield Mr. Aaron" was leavened by the consciousness that an *ex-pose*, in all its unpleasantness, meant that the grave "sin of omission" would be laid at its door, and we opine it will find it very difficult to remove the accusation therefrom.

WE take pleasure in calling attention to Stoddard, Lovering & Co.'s three-page announcement, to be found in another part of this issue.

Litigation.

DURING the past week or two there has been on trial in our Superior Court a suit connected with cycling. The Brown Quadricycle Company, whose machines never got much beyond the point of being advertised, brought suit against the Boston Blower Company to recover damages for defective workmanship. The jury evidently thought the work was not very good, because a verdict for the plaintiff, of \$1,250, was rendered. We understand that the Blower Company has claims against the Quadricycle Company which will offset this verdict. The principal interest this suit possesses is that so much litigation should be had over machines that never were really in the market. Several well-known wheelmen testified as experts in this case, among them were the Overmans and H. D. Hedger.

A Few English Notes.

"THE BARD" writes us that the Anfield party in the National Cyclist's Union were beaten by 95 votes to 65 on the "suspicion clause" of the amateur definition at the council meeting of the 4th inst. Sixty-five votes dispose of the suggestion as to a small clique being responsible for the opposition in the N. C. U.

By the simple expedient of using a com-
plaisant chairman to bar thirty-five proxy
votes for one motion, the London executive
of the N. C. U. threw out by three votes,
Messrs. Low and Etherington, of *Wheel-
ing*, who stood for the election into that
body.

It is said in well-informed English
circles, that the defeated Liverpool and
Birmingham men will fight the National
Cyclists Union in racing matters, during
1887; and as that body spent £200 more
last year than it received, its prospects do
not seem rosy, especially as the country
will not hear of any addition to the sub-
scription.

WE have a few more of "Cycledom"
left. Send for a copy and laugh.

The Future of the Amateur Chestnut.

THE following article, I clipped from the *Springfield Daily Wheelman*, of 23 January, 1943. How it came into my possession is a secret, but rumors have been heard, mentioning that a scribe had been seen, in the dead of night, stealing away from a clairvoyant's in ye town of Boston.

GREAT DISCOVERY ON HAMPDEN PARK. — A RELIC OF UNTOLD VALUE TO ANTIQUARIANS.

25 January, 1943.—Yesterday, while digging for the foundation of the new judge's stand on Hampden Park, a workman unearthed a petrified chestnut, upon whose surface was an inscription, which none of those present were able to decipher. A reporter of the *Wheelman* happening to be present, suggested that it be taken to Herr Von B.—, the eminent archaeologist, who, the reporter felt sure, would be able to decipher it, if any one could. This was done, and the eminent scientist, after examining it closely with a microscope, made out the following, which neither the professor nor any one else of those present, could understand.

"AMATEUR RULE.

"An amateur is one who has never, either in public or in private, raced or exhibited his skill for a public, or for a private stake, etc., etc."

Recourse was had to the historical records of the city, and it was found that in the year 1886, in the infant days of wheeling, there was a society called the American Cyclist's Union, of whose rules the foregoing inscription constituted a past. Meanwhile, the workmen had continued digging, and had unearthed a number of large hatchets, upon which were such inscriptions as these:—

"Ducker v. Beckwith."

"Bassett v. Ducker."

"Wheel v. Bulletin," etc., etc.

It seems that it was the custom of the aborigines, upon concluding peace with any tribe, for each party to bury their war hatchets in a common grave. From the number of hatchets found, there must have been concluded here, a great treaty of all the tribes in this part of the country; and we find that in the archives of the city there is mentioned a great treaty, called the *Treaty of Springfield*, though the particulars were not given. Already, a company has been formed to carry on the excavations, and it is hoped that a large number of relics will be unearthed. Applications from a number of dime museums, and circuses have been received, offering large sums of money for the relics already discovered, especially for the *amateur chestnut*, and it is believed that one of them will be accepted.

ANTIQUARY.

EDWIN MOHRIG, the Pacific Coast agent of the Rudge in San Francisco, has moved his headquarters from 252 Market street to 112 Golden Gate avenue, where he will be pleased to see his friends.

From Arkansas.

WILL you give an Arkansas wheelman a little space? I have seen no article from this State on cycling, and a few words would not be amiss. Our State is rapidly coming to the front in bicycling matters, and we hope for good results in the spring as our men have lots of enthusiasm. Says the *L. A. W. Bulletin*, 31 December, 1886. "Among those states that in 1885 yielded no members to the League, Arkansas now stands foremost with ten members for 1886." To this, I would add, several applications are now pending, and others contemplate joining at an early date.

Little Rock and Texarkana, I believe, have clubs, while Pine Bluff has one in process of formation. Other cities may be similarly situated, but the writer is unaware of it.

During the summer months, and a large portion of the winter, touring is possible in nearly all parts of the State. The roads are either hard and smooth, or sandy. Like all country roads, side paths abound, and the rider resorts to them when the roads are heavy. Then in the river counties, we have the levees. These necessities to agriculture are found along all large watercourses, and vary from two to ten feet, and more, in height, but average four to six. The county roads usually run parallel to the levees, and riding is possible on either. The latter have foot paths upon them which offers a hard, level surface for the wheelman. Being at a slight elevation, an excellent view of the surrounding country is obtained.

We have little snow, and riding is possible nearly all winter. Up to date, (4 February), the weather has been mild, with but few cold snaps of short duration. When snow does fall, it remains only a few days.

Some twenty wheelmen from Texarkana and Little Rock were to visit those at Pine Bluff recently. Trials of speed and good fellowship were their objects, I believe.

Five or six years ago the writer possessed a wooden St. Nicholas machine, which he laboriously pushed over the country roads near his home. About that time, he visited a large city in a sister State (which by the way now has a flourishing club, and until recently, published a bicycle paper), and hunted up a dealer in bicycles. While looking over the various machines, the dealer kindly invited him to try his own mount, a Columbia. The invitation was accepted, and words cannot express the feelings of your correspondent when he found himself spinning along so swiftly without, seemingly, an effort on his part. The result was only what could be expected, the St. Nicholas was never mounted again, and shortly sold for half its value.

S. G. S.

THE new Victor bicycle and tricycle met with a very flattering reception on Tuesday last.

Omaha.

IN the *L. A. W. Bulletin* of the 4th inst., "The Owl" makes some heterogeneous remarks about the insanity of March hares. If "his owlship" does not remember the old saying of our grandmothers about the proverbial madness of March hares, I would refer him to the "oldest inhabitant" for further information.

Eastern cyclists and professional cyclists in the East may be in the habit of "winning races with their mouths," but we don't have any such manoeuvres in the West. Out here such things are sat down upon with such a dull thud that they are never tried the second time. Prince for several years travelled over the country, riding races with Morgan ahead of him. So it is no wonder that "public and press" occasionally thundered "hippodrome" at him. Since his arrival in Omaha he has won the respect and friendship of every one with whom he has come in contact. To show that Prince is willing to undertake to win races with his feet, we have only to cite the instance of his visit to Minneapolis, absenting himself from his Omaha business for fifteen days. Here he was barred out of the six-day race, and during the time Schock and Morgan were taking a *siesta* in the dressing-room, Prince was invited to give an exhibition. He did so, — ran a quarter of a mile faster by three seconds, than ever run before, and embraced the opportunity to explain his position to the assembled audience. He said: "Ladies and gentlemen, I came here from Omaha to get a race out of these gentlemen, before they sail for Europe as the 'American Racing Team.' I stand ready to race anybody, barring no one, for from one mile to a six-day race. Mr. Seely is here with \$1,000, I am here with \$1,500, and Mr. Parmalee is here with \$500. I want a race, gentlemen, and money talks. Morgan, Woodside, and Eck were in sound of Prince's voice, but made no reply. Prince turned, and, pointing to Woodside, said: "There is Woodside. Why won't he give me a race?" Still no reply. Prince still retains his "anti-hippodromic tendencies;" we are still "getting to the front," and propose to "go still further," and if Mr. Prince wants to go to church, drop his nickel in the contribution box, and take in the words of wisdom flowing from the clergyman's lips, it won't do him any harm at any rate, nor impair his speeding qualities to such an extent that he can't down Morgan, Woodside, or any other of the flyers at any time they want to show up.

Our next race is set for the 10th inst., between Eck and Bullock, 100 miles, after which comes the six day race set for the 28th inst. If the gentlemen referred to want any further information in regard to the above, they can find it by referring to the Minneapolis papers published at the time of the six day race, at that place.

LUCIEN STEPHENS.

[This Prince-Morgan controversy must now cease. ED.]

THE RUDGE CYCLES.

Manufactured by Messrs. D. RUDGE & CO., Coventry, England, and Imported by Messrs. STODDARD, LOVERING & CO., Boston, Mass.

INTRODUCTION.

SINCE the introduction of the Rudge Light Roadster, some four years ago, it has been the aim of the above firm to place a machine upon the market which they can thoroughly recommend, and which has gained an enviable reputation by an honest test, owing to its durability, easy-running qualities and thorough workmanship.

They do not believe it necessary to place upon any of their machines specialties simply to advertise them, as they have found that a practical test demonstrates that about ninety per cent of these are not of intrinsic value, although they appear attractive at first sight.

The policy of Rudge & Co., and also of Messrs. Stoddard, Lovering & Co., have been to give the best value for the money and to make their machines as simple as possible, believing that the less parts and complications the better.

With a view to improving their machines, they sent out during the past year, and obtained from over one hundred of the best all-around riders in the United States, specifications of what improvements they considered necessary, and after carefully examination they have adopted some features on their machines which they have thoroughly tried and can fully recommend.



FIG. 1

RUDGE LIGHT ROADSTER.

The specifications of this celebrated bicycle remain nearly the same as last year, with some exceptions.

The **Felloes** are of the Clement hollow pattern, consisting of one piece of steel tubing, rolled and pressed into the proper shape, and capable of bearing a weight of two hundred pounds, even before a single spoke has been inserted. The strength of this felloe will be realized by the fact that, of the many thousands of *Rudge Light Roadsters* sent out, *not one* has been returned with a broken felloe that can be traced to the fault of the machine.

The **head** is of the long-centre Andrews pattern, fitted with a dust shield which is entirely noiseless and entirely protects the

head from dust. Five year's experience with this head proves that for durability, rigidity and simplicity it remains unequalled, and we therefore adhere to it rather than run the risk of changing simply for an advertising novelty.

The **bearings**: Two of the most important points in bicycle making are rigidity and minimum of friction, and we would call your attention to one of the principal features of the Rudge Cycles which are fitted throughout with Rudge's unequalled ball-bearings, which, for simplicity of construction and remarkable ease of running, have gained a world-wide reputation.

As ball-bearings are no doubt one of the greatest improvements in cycles, it is with pleasure your attention is called to these famous bearings, which were invented by Daniel Rudge over nine years ago, and which have been made to revolve over six million times, without any perceptible wear or the shaking loose of any of the parts.

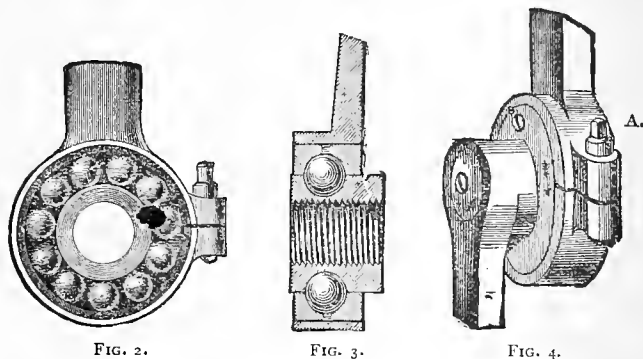


FIG. 2.

FIG. 3.

FIG. 4.

ADJUSTABLE PATENT FRONT BEARINGS.

When the bearings require adjusting, unscrew the square-headed pin A that is in the lug of the bearing, as shown in Fig. 1.

This has the effect of loosening the disk, which can then be turned round in direction the arrow is pointing in Fig. 1, until the bearing is sufficiently tight. Great care must then be taken to screw the square-headed pin A down tightly; otherwise, the disk is liable to shake loose when the machine is ridden.

Figs. 2 and 3 explain the principle of the bearing, in which the manner of adjustment may be readily observed.

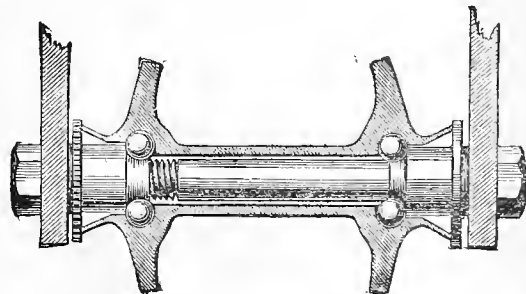


FIG. 5.

ADJUSTABLE PATENT BACK BEARINGS.

The adjustment of the back wheel is quite as easily effected by unfastening the nut on the side where the *milled* washer is, and then turning the washer round with the fingers from left to right until the bearing is tight; the nut should then be firmly secured again.

Many manufacturers have tried to improve on these famous bearings but without success, and the Rudge ball-bearings are

to-day, as they were eight years ago, without a rival, and so great is their popularity, that many of the makers of other machines are forced to use them. To the superiority of these celebrated bearings for racing, coasting, and hill-climbing, you are respectfully referred to the many thousands of riders of the Rudge.

The **spokes** are tangential, and present the following advantages over others of a similar pattern.

First, the tendency of the tangential to snap at the rim is obviated by securing them with a concealed lock-nut and washer, making them practically butt-ended and doubly strong at this point.

Second, instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub and are firmly riveted on the inside, after passing through it. The spoke is thus single, and by being made heavier at the hub, the tendency of snapping is entirely done away with. The system of crossing is also a new one, and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place, consequently, a rattle is impossible. Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true and prevents any possibility of buckling by ordinary use.

The best recommendation for this particular spoke is the universal satisfaction it has given in the last three years.

Many manufacturers have tried to copy it, with a greater or less number of crossings, and the result has been that the wheel has been either too loose or far too rigid. If the spokes in a tangent wheel are not laced tightly it will be found that when the rider is on the machine the upper spokes will be very tight, while those directly beneath him on the underside of the wheel, will be found very loose, making it almost impossible for the wheel to be rigid and to stand the required strain. On the other hand, if the wheel is a complete network of spokes, crossing and recrossing, and all firmly brazed to each other, the wheel is practically solid, and although rigidity is to be desired, there must be sufficient *give* in the machine to be able to stand the wear and tear.

With the Rudge spoke it will be seen at a glance that is unequalled for simplicity of construction, rigidity, and ease of replacing in case of breakage.



RUDGE SPOKE PROTECTOR.



SPOKE WASHER.

Saddles: After trying nearly every saddle both in the English and American market, it has been decided to fit the Rudge the coming year with the Townsend Patent Combination Saddle and Spring. This, we believe, is far ahead of anything yet introduced, and although several patent hammock saddles have filled the want to a considerable extent, we believe that the Townsend combines the most valuable features of any saddle extant. The following we quote from an English cycling paper which speaks for itself:—

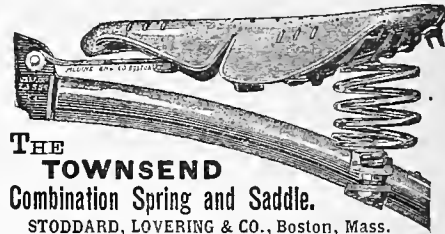
"One of the most successful efforts in the direction of a perfect saddle and spring has been made by Messrs. Townsend & Co., one of whose combination saddle and springs, we have been using constantly for the past six months with entirely satisfactory results. The front part of the spring is similar to the ordinary Rudge spring, having a slot in it of some two inches in length, to allow for adjustment, and running right under the saddle, to the coil springs behind, upon which it tests and slides. The frame of the saddle is composed of specially manufactured round steel wire, which, after being bent into the shape on

the saddle, takes the form of two coil springs which descend to the backbone where they are secured by a clip. The leather top is blocked on and laced underneath, forming one of the most satisfactory seats imaginable. The seat is made from very soft specially tanned leather, of improved shape, thoroughly ventilated, and giving a seat of remarkable ease and makes it in appearance and actual use one of the handsomest and most luxurious seats of the day, and as advertised, "the only universal weight carrier," this power being gained by the peculiar properties of the steel wire used and formation therewith of its springs.

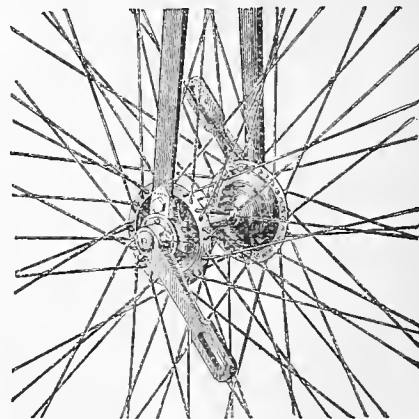
This saddle is suitable for a person weighing from one hundred and ten to two hundred pounds, as it can be adjusted to almost any weight by moving the saddle back and forth upon the springs. One great advantage of it is a side motion, which entirely prevents every particle of discomfort attendant upon other saddles, which have to be broken in before they are comfortable.

Wherever Messrs. Townsend & Co.'s inventions has been introduced, it has met with universal praise, and although this saddle has only been on the market the last year in the principal cycling centres, among amateurs, professionals, and the trade, it has successfully passed through the ordeal, and is now being adopted by many of the leading manufacturers, so that we anticipate next season many inquiries for what we have no hesitation in calling one of the best things on the market."

We recommend, in defence of this article, our readers, one and all, to try the saddle and judge for themselves.

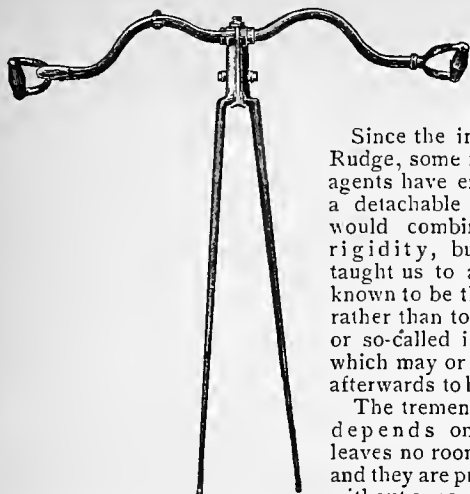


The tread: Owing to the above method of building the wheels, it has been found that they can be built perfectly rigid, and, at the same time, narrower than any other make. The advantages of this will be appreciated by all riders of experience, and particularly racing men, as it causes the power to be applied to the best possible advantage. It is due to the peculiar construction of the wheels that it has gained its present enviable reputation as a hill-climber.



The **hubs** are of a specially improved pattern, made of the very finest steel, well recessed to admit of the narrow tread, and pierced with holes for the tangential spokes.

The **forks:** The fork of the 1887 pattern machine has been entirely reconstructed and is now very full and oval in shape, hollow to the front wheel and semi-tubular to the back, combining strength and lightness. Special attention has been paid to this point and they are *guaranteed* to stand riders weighing two hundred pounds.



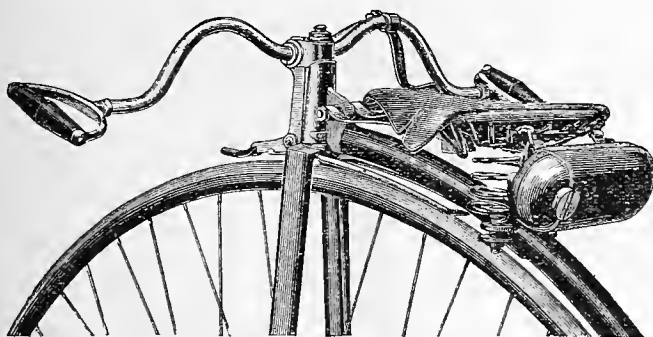
The handle bar is cow-horn if shape, hollow, and made on steel tubing in one piece.

Since the introduction of the Rudge, some four years ago, its agents have endeavored to find a detachable handle-bar that would combine strength and rigidity, but experience has taught us to adhere to what is known to be thoroughly reliable rather than to make alterations or so-called improvements, which may or may not be found afterwards to be what is desired.

The tremendous strain which depends on the handle-bar, leaves no room for experiments and they are prepared to replace, without expense to the rider, any

bar that breaks within two years, that can be shown to be the fault of the machine. It is gracefully curved at each end about two inches below the head, and is fitted with spade-handles.

Spade-handles: The demand for this style of handle, and the ease with which hills can be climbed, demonstrates that it is coming into popularity, so they have decided to adopt them on all Rudge Light Roadsters. Although we have no detachable handle-bar, they have attached these handles in such a way to the bar, that they can be adjusted to suit any rider. The hollow handle-bar is threaded on the inside, and the handles screwed in and secured by a lock-nut, which holds them in any position that the riders desire.



The **brake** is of the spoon pattern, controlled by a powerful lever of good length and fitted with a concealed brake spring under the head, which entirely prevents any rattle.

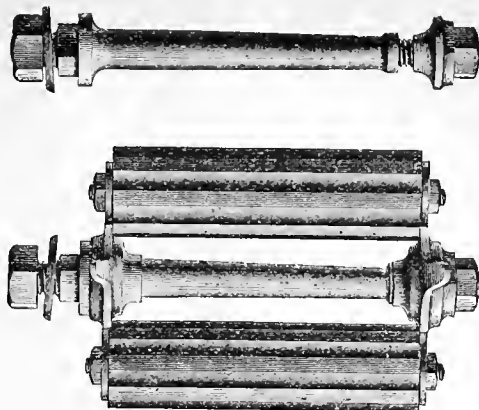
The **cranks** are of the latest pattern detachable and allow the pedals to be placed at a throw varying from four and three-quarters to a full six-inch on all sizes.

The **pedals:** It is with pleasure we call your attention to Rudge's famous ball-pedals, which are furnished with each Rudge Light Roadster, either rat-trap or rubber. No part of the machine requires more care than the pedals, and we think without doubt the riders will acknowledge that the Rudge pin is the strongest extant.

Its peculiar construction allows the metal to be placed to the best possible advantage and combines great strength with lightness. It is a significant fact that every bicycle record made in 1887 by any make of bicycles, the riders used Rudge ball-pedals. Comment is unnecessary.

The **step** is of the very latest safety pattern, adjustable and especially designed for this machine, and no holes are drilled in the backbone at this point.

The rake has received especial attention for 1887, and varies from one and three quarters to two and three quarter inches.



We quote the following remarks from the advance sheets of Messrs. Stoddard, Lovering & Co.'s catalogue.

In summing up the points of the superiority of the **Rudge Light Roadster for 1887**, we wish to say that this wheel combines lightness, strength, and speed; but is not, in any sense of the word, the light roadster some manufacturers build, and which are only to be used on smooth roads.

We are willing to guarantee this machine to any person weighing under two hundred pounds, and challenge competition with machines ten pounds heavier. Although its name is the *Rudge Light Roadster*, and it is lighter than most roadsters, it is so named to distinguish it from the *Rudge Roadster*, with the direct spokes. It is built from the very best stock to be obtained, and by the largest manufacturers of bicycles and tricycles in the world, namely, *D. Rudge & Co., Coventry, England*.

The weight of a 50-inch *Rudge Light Roadster*, complete with saddle, stool, bag, and tools, is *thirty-six and a half pounds*.

The policy of Messrs. *Rudge & Co.* has always been to give the best value for the money, and, although in some cases their machines have been somewhat higher in price than others, they have invariably found that it paid to build the best, and as the riders fully realize that a cheap machine is dear at any price, they have no hesitation in paying a trifle more, and getting the best article that can be made.

LIGHTNESS, SPEED, AND STRENGTH.

We point with pride to the record of the *Rudge* since we have placed it upon the *American Market* five years ago.

Its principal points of construction remain practically the same, and its large and increasing sale each year proves most conclusively that its sale has not been dependent upon novelties which appear attractive at first sight, and are principally used for advertising.

The long list of famous riders of this splendid bicycle are its best recommendations of its worth, and we have not felt the necessity of placing paid riders upon our machines to make records for us in races.

The success of the **Rudge** on the **Road**, on the **Path**, and on the **Hill**, speaks for itself, and we firmly believe that for a roadster that contains the essential qualities of lightness, strength, and speed, it has no equal, and, we might almost say, no competitor.

SUMMARY OF POINTS IN THE RUDGE LIGHT ROADSTER FOR 1887.

Bearings. Rudge's unequalled ball bearings to both wheels and pedals.

Saddle. Townsend.

Steering Head. Long centre; Andrews patent.

Handle Bars. Hollow weldless steel tubing, cow-horn shape.

Spokes. Single tangent, riveted at the hub, and attached at the rim with long tube nipples.

Handles. Spade handles; detachable and perfectly adjustable.

Rims. Clement hollow; made in one piece without brazing.

Dust Shield. Perfectly tight, with means for oiling head.

Forks and Backbone Tubing. Very finest cold-drawn weldless steel.

Step. Latest pattern adjustable safety.

Cranks. Long, 6-inch throw.

Tires. Finest Para Rubber; especially manufactured for American Roads.

Pedals. Rudge's ball-tapered pin; warranted not to break. Corrugated rubbers.

Finish. Two styles. Standard, all nickel, with the exception of the backbone, forks, spokes, and rim. Extra, all nickelled but rims and spokes.

Price. 50-inch, enamelled and nickelled, complete as per above specifications, \$135.

AGENCY.

We are granting a limited number of agencies in unoccupied territory, and application should be made at once.

CURRENT CALAMO

The Terrible Tale of Johnny.

He was a little fellow,
And he rode a Kangaroo,
And he lugged around a "screamer,"
Which he hadn't ought to do;
And (to tell the awful story as I heard it), it appears
That the neighbors took to wearing cotton wadding in
their ears,
And his landlady's best boarder skipped with thirteen
weeks' arrears;
Which you must allow was dreadful, if it happens to be
true.

Then the youth who worked a cornet,
Could n't hear himself at all.
So he calmly made his will,
And turned his optics towards the wall.
And the situation, on the whole, assumed a cerulean
hue,
On account of little Johnny and the "screamer" which
he blew.
When a certain fellow found a cure, if rumor tells us
true,
And that certain fellow, Johnny now awaits a chance to
maul.

To a grocery he hied him,
And proprietor became
Of an ounce of cayenne pepper.
And deposited the same
In the depths of Johnny's "screamer," where its best
effects would show,
On the very next occasion Johnny started on a blow,
And, as Johnny toots a whistle now, you easily may
know,
Of the joyful termination of the fellow's little game.

PEDALS.

WHY should State Divisions turn over
so large a proportion of dues to the National
body?

WHY should Divisions not retain a
bigger percentage of the dues for "home
rule" and local expenditure?

WHY not make it optional with mem-
bers whether they take the *Bulletin* or
not, \$2.00 per year with, and \$1.00 with-
out?

WHY should we pay \$15 for an L. A. W.
suit, if we can get as good for \$12?

WHY not cut your coat according to
your cloth and bring down the official or-
gan to a size that will pay?

WHY not face the music and acknowl-
edge that the effort to make a "news-
paper" out of the *Bulletin*, and at the same
time make it remunerative, has proved a
dismal failure?

WHEREIN is the difference between
Mr. Well's alleged concealment of affairs,
and the apparent desire of the Executive
Committee to "keep dark"?

WHY did the Executive Committee,
in face of special instruction from the
Board, still hold back facts, until forced
to divulge?

IF it has cost the *Bulletin* \$40 per page
for every advertising page that it received
\$20 for?

A. H. OVERMAN has returned from the
shores of Albion. He made a visit to
the Stanley show and was impressed with
the exhibition of Safeties.

THE American team has at last sailed.
The Senator reports all on deck, but says
that Temple is slightly groggy, though in
the ring yet. Who will "seek the seclu-
sion" à la Pinafore first?

THE famous Sir Charles Dilke is re-
elected president of the Chelsea Bicycle
Club of London.

NEILSON, the professional, is hard at
work in the gymnasium, preparing for next
season.

COLONEL POPE also keeps down his
avoirdupois by faithfully working the
apparatus.

HENDEE is reported as having expressed
a hope that the season of 1887 would
not pass away without he and Rowe com-
ing together for a race or series of races.
If Howell comes over, why not make up
a race between the three cracks?

If brevity is the soul of wit, then the
"descriptions" given in the English pa-
pers of the machines at the Stanley show,
will stand conspicuous as the exemplifica-
tion thereof. The *Irish Cyclist* and
Athletic leads its English contemporaries
in this matter by a good bit.

THE *Scientific American* sometimes
surprises us by giving description and il-
lustration of the most impracticable and
unscientific inventions! The latest of
these is a bicycle, from the axle of which
two men are suspended, and who prop-
el (?) themselves by swinging back and
forth! Will wonders and miracles never
cease?

WHY don't the English cycling papers
adopt our American method of binding
their sheets together? The complaint
that the advertising sheets of our English
E. C.'s are thrown away would then be
avoided, to say nothing of convenience to

readers. Bind your papers, brother Eng-
lishman.

THE N. C. U. is gradually letting the
suspended ones down to *terra firma*, and
into the fold of the elected. In other
words, they are backing down.

ST. LOUIS is now further along in her
arrangements for the L. A. W. meet, in
May, than the other cities have hereto-
fore been on the 1st May. Western
drive does it every time.

THE Facile safety and the Facile tri-
cycle will be two new patterns this year.
The safety is a rear driver.

IN England it is held that a man hiring
a machine may collect damages, direct
and indirect, in case the machine breaks
through any defect in the make or mech-
anism of the wheel. This is an impor-
tant precedent established.

AND now we are advised that the
Springfield Club will *not* hold a tourna-
ment this year. Two weeks ago we were
assured by Mr. Ducker, that they would,
but now it seems the club say no.

"You are right in assuming that I be-
long to the L. A. W.. I consider it the
duty of every cyclist in this country to
support it, but I look forward to a future
when the international development of
the C. T. C. will do away with the neces-
sity for merely national organizations,
and absorb them all. I look for a time
when the great C. T. C. universal shall
consist of an aggregate of national di-
visions, one division to every cycling
country in the world, each separate divi-
sion as free, as independent, as self-sus-
taining, as are the separate States of this
Union, and each contributing allegiance
to the great executive centre of the C.
T. C., just as the States of this country
do to the parent Government in Wash-
ington." — *Extract from a letter to a
friend, written by Frank W. Weston, C.C.*

"THINKING that a country run in the
month of January is somewhat of a feat, I
would like to inform your readers that
the same was accomplished by four of
our riders on 30 January. The fol-
lowing gentlemen are entitled to the
honor: Dr. C. J. Sherer, Abraham
Friedman, R. W. Sherer, and W. A.
Whitmore. The course was four miles
long, and they finished inside of ten
hours, in the face of a very strong wind.
Many of the cyclers here are of the opin-
ion that this is the first run of this kind
ever made on the road in the month of
January in a day." — *Correspondence.*

St. Louis.

THE M. B. C. closed its social season Friday night. It was a "stunner" and included unusually fine musical pieces, a well-known humorist, with charcoal sketch accompaniments, kept the audience in a roar, as did Kennedy-Child, with his recitations (not "Alphonse").

George Boswell succeeds Cranz as chairman of entertainments at the Meet and will shortly close a contract for the excursion steamer. The Pope Company have already engaged headquarters at the Lindell Hotel, as have the Illinois and Ohio divisions.

MESSRS. LAMSON, of L. A. W. pin fame, have been doing the town the last day or two. Kennedy-Child goes from here to California — not to Pasadena, I hear.

SO MUCH has been said in certain circles regarding the propriety of taking the ladies to the L. A. W. boat excursion, that an "overboard committee" has been suggested, — jokingly of course, as there is no ground whatever for fear.

BREVITY.

In and Around Newark.

A "KING team" will be one of the novelties on the racing track during the coming season. Kluge, formerly a member of the Star team, will captain the new team.

THE annual meeting of the New Jersey wheelmen will be held on Tuesday evening, 1 March, and a large number of names of candidates for membership are expected to be presented. Officers for the ensuing year will be elected.

THE Roseville track will be taken in hand, and put in thorough shape for business as soon as Jack Frost looses his grip on the earth.

CHARLES A. STENKEN, W. I. Wilhelm and Joe Powell, of the Hudson County Wheelmen, and all amateur Star riders, are willing and anxious to arrange a match, for any distance, with any team of three amateurs in the United States. This is a good opportunity for the Kings County Wheelmen to try the mettle of their three best speeders.

STEVENS has not as yet paid a visit to Newark, but a number of our local wheelmen have made trips to New York for the purpose of taking a look at the 50-inch Columbia, which is on exhibition at Devlin & Co.'s.

At the recent exhibition in this city, by the American Team, when Miss Florence Temple had done *her* act, and left the floor, a young Englishman present was asked what he thought of *her* riding,

and was also told that the next act would be given by *her* brother. He remarked that "she was a stunnin' fine rider," and added "hif'er brother his 'alf as hacc-omplished they'll be sure to make a't on tho'ther side, yer know."

THE New Jersey State Agricultural Society talk of laying out a third of a mile cinder path on the fair grounds at Waverly, but they should be frowned down by the cyclers in this vicinity, as, when there was no track here they were asked to make some provision for bicycle riding, on the grounds, but refused point blank to do anything for the cause. Now that we have a track, second to none, we need no assistance from the Society.

RATCHET.

NEWARK, N. J., 21 February.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A Correction.

Editor Bicycling World: — I have before me a copy of your publication of 4 February, 1887. In which you publish the name of the officers elected by this club for 1887.

In this article you give the undersigned the position of treasurer as well as secretary.

Allow me to call your attention to this, and ask you to make correction. Mr. Frank Cory is our treasurer, for the coming year 1887.

EDWIN A. DICKINSON,
Secretary Owl Cycling Club.

CHICAGO, 7 February, 1887.

The Anti-Header.

Editor Bicycling World: — In reply to query of W. B. S., in your issue of 28 January, for something to prevent headers, I would say that I found the Foote's Anti-Header, sold by the Overman Wheel Company, a neat and efficient device for that purpose. It will not absolutely prevent *all* headers, but it will prevent many, and make those that are taken less dangerous. It is easily attached or detached, and can be thrown out of action without detaching as easily as a pistol can be cocked.

It makes an ordinary bicycle as safe or safer than most so-called safeties.

Yours,

CYCLOS.

A Good Suggestion.

Editor of Bicycling World: — Now that the riding season is at hand, would it not be well for the clubs of Boston and vicinity to organize a Team Road Racing Association? In and around Boston are about a dozen active clubs, including, say seven hundred wheelmen. Now, it would seem that if monthly race meetings were

held during the coming season, it would be the means of awakening a great deal of interest and friendly rivalry among and between the clubs. The race meetings might be held at different points from month to month, and both team racing and individual racing indulged in. The question of prizes and championships might be easily settled by a committee, composed of members of each of the clubs. Hoping that something in this direction may be started, I would ask for opinions and suggestions on this subject from some of the WORLD's Boston readers.

SUFFOLK.

"Millions in it."

Editor Bicycling World: — Will not some one invent and put upon the market a pepper box, the contents of which can be projected by an air-blast into the face and eyes of any troublesome dog that threatens the safety of a bicyclist? The blast might be supplied by a rubber bulb.

Then let every wheelman buy one and lose no opportunity to use it until the canine tribe learns that a bicycle is a thing to be given a wide berth.

I have been told that a torpedo will frighten away a dog. Has any one tried it?

yours truly,

ED. L. SMITH.

PORTSMOUTH N. H. Feb. 13.

Taylor's Patent Treadle.

Editor Bicycling World: — "Canadian Bikeman," in the BICYCLING WORLD of the 4th inst., wanted to know something about "Taylor's Patent Treadle." Gormully & Jeffery's "American Safety" is a modification of the old "Devon" lever bicycle, with the swinging rod in front, and the pedal at the rear of the lever. Taylor's is similar, except that the swinging rod is at the rear, and the pedal in front of the lever, giving a fuller and more prolonged power. Gormully's pedal lever is bent downward, to accommodate a dwarf wheel. Taylor's pedal lever is better fitted for bending upward, so as to enable the smallest-size man to ride the largest-size wheel, and to advantage, though the lever can be made straight, if desired, for a smaller wheel. Moreover, in Taylor's machine the pin that connects the lever with the crank is extended so as to form an extra pedal. The lever pedal is best for use up hill, and the crank pin pedal on a level or declining piece of road. The crank, though only three or four inches long, still gives sufficient power to the crank pin pedal for level roads, with the advantage of a short and different foot travel, and an increase rather than a decrease of safety over the ordinary bicycle. Mr. Taylor rides his machine all the year round.

J. JAKUES.

SALT LAKE CITY, 10 February.

SEND fifty cents to us for "Cyclodom."

WHEEL CLUB DOINGS

THE New Jersey Wheelmen will remit the usual initiation fee to the club during March and April. This enterprising move will, it is expected serve to swell the ranks of the New Jersey Wheelmen to at least one hundred and fifty members.

THE Union County (N. J.) Wheelmen have adopted a dark blue uniform to be cut and trimmed, much after the style of the United States Army officers' undress blouse. A bowling alley will be a feature in their new clubhouse. They will join the State association in the spring.

At the winter tournament in the club-room of the North Adams (Mass.) Bicycle Club, to February, the following races took place: Five miles between F. H. McKee and John French; McKee won in 9.58 $\frac{3}{4}$. Two-mile challenge race, between Harry O'Mally and Walter Evans; won by the latter, in 4.41. Quarter-mile open, race, taken by H. G. Pierce, in 21 $\frac{1}{4}$. Boys' race, taken by Linwood Tower, in 25 $\frac{3}{4}$. In the three-mile handicap, Walter Evans, having one minute and thirty seconds start over Joseph Smith, won in 7.25; Smith's time, 6.03 $\frac{1}{2}$. F. H. McKee took the quarter mile, without hands, in 23 $\frac{3}{4}$.

At a meeting of the active members of the Boston Bicycle Club it was the unanimous sentiment not to make it obligatory upon the members to join the League. Every one thought they ought to join as individuals, but not as a club. Men don't like to be compelled to do even what they believe in.

THIS same club is taking steps towards holding another exhibition of cycles. America has now so many makes and dealers that it seems entitled to a Stanley show of its own.

It is announced that the Springfield Bicycle Club, by a vote of fifteen to eleven, has decided not to hold a tournament this year. This will be regretted by most wheelmen, and by many regarded as a calamity. The benefits to the sport and the trade, resulting from the public interest created by large tournaments, are undoubted. If these benefits are lost in consequence of the League's policy on a matter of sentiment, should not the blame rest where it belongs? The sentiment attached to amateurism is very agreeable, as a matter of sentiment, but if the sport and pastime of cycling is to be hampered and retarded by it, we say, fling it aside.

THE Brookline Bicycle Club is having a regular boom, and bids fair to become a most vigorous club of young enthusiasts.

THREE of the Suffolk Wheel Club took a run last Sunday from City Point to Mattapan. The weather was splendid, and the ride very enjoyable. On the sixteen miles ridden, the roads were, (like the little girl who had a little curl)

when they were good, they were very, very good; but when they were bad, they were horrid.

Baltimore Cycle Club.

WE have received a very interesting communication from the pen of Mr. A. E. Mealy, relating the particulars of one of the Baltimore's smokers. We crave the gentleman's pardon that we have found it necessary to curtail the story for want of space, and to a certain extent, used our own language.

Friday evening, 11 February, the third annual smoker of this well-known club, was held at their clubhouse. By half past eight, members and guests had all arrived, and the clear notes of the bugle gave the signal that the exercises were to commence, in the large and handsome parlor. Many of the guests were in total darkness as to the peculiar ceremonies of a "smoker." Mr. C. W. Abbott, the worthy president, called the meeting to order, and welcomed the guests. He proceeded to elucidate the idea of a "smoker," for the benefit of the ignorant, and stated that the two rules that were inflexible, were first, that no one should leave the room during the exercises, on any pretext, whatever; and second, that every one would be compelled to smoke a pipe. To enforce the first rule, guards were placed at all points of egress, the penalty for an attempted violation would be the culprit must sing a song, dance a jig, or make a speech. Powhattan clay pipes and tobacco were passed around, and soon the smoke from the fragrant weed arose in thick clouds, ceiling-wards. Mr. Charles Harding opened the ball by singing the bass solo, "Friar of Orders Gray." Then came Mr. J. McCormick, with several comic songs and recitations, which gave general delight.

By this time the smoke became so dense that sound would no longer penetrate the mass, and so vocal entertainment was abandoned. The fun had now waxed furious, and each man tried his best to produce the greatest volume of smoke.

Signs of uneasiness on the part of the fat member, ex-Secretary Lockwood put the guards on the alert. He was observed to move from one part of the room to the other, evidently in search of a breath of fresh air. At last he made a frantic break for the doors, but it was no go, and he was brought back and enthusiastically hailed as the "Club Dude."

Soon after this the president announced that the siege would be raised, and each man was released on parole. The room was quickly emptied of smoke and men, and a time was spent in cycle talk generally. The men were called back to the parlors, by the announcement that a sparring match between the celebrated light-weights, Campbell and Geigan, was to take place, Marquis of Queensbury rules to govern. Goodwin and Laws acting as seconds. Geigan got in his "wicked left," at the end of the thirteenth round,

and successfully knocked the head off a pimple on the end of Campbell's nose, he was hailed victor. Then came a really scientific bout, between Messrs. Kahler and Beard. Kahler had the best of it, though Beard stood up pluckily, and gave his opponent some work to do.

Again the bugle sound gave the signal, this time to proceed to the supper room, where one of Baltimore's best caterers had spread a tempting repast, and to which ample justice was done by all.

Singing and dancing consumed the remaining time, and at about 2 A.M., the last guest had departed, and the third annual smoker became a thing of record.

The club is now very prosperous, is out of debt, and has "something in the stocking." The membership is now seventy odd, and it will soon reach one hundred. When the lease of their present quarters expires, the Baltimores will buy or build a house for their proper and ample accommodation.

Birthday Party at the Boston Bicycle Club.

IT was a "large evening" at the Boston Bicycle Club on Saturday last. Sixty odd members sat about a long table, at the further extremity of which *Chéf* Hodges lifted a ladle, from which flowed a flaming stream of punch into a large bowl beneath. *Chéf* Hodges gracefully sported a scullion's apron, and ornamented his ever-increasing forehead with a dull-colored skull cap. He was happily presiding over the February birthday party. On either side of him were gathered the beneficiaries, Messrs. Doane, Hodgkins, (Dr.) Gage, Hyams, Edmunds, Goodenow, Atwood, and Heath. These jolly natalists seemed a droll lot. Their costumes were those of a clown, the styles and variations drafted, we should imagine, from the wardrobe of Momus himself. Each beneficiary received an elegant and appropriate gift. For instance, a broker got a poker, gayly decorated with ribbons; a Harvard student a horse-car, and so on. *Chéf* Hodges, on presenting these testimonials, was very *chic*, and exhausted about all the humor the gift suggested, so that when the recipient arose there was little left to be said. Their replies were not generally oratorical, but the gratification expressed on their faces was far more eloquent than words. The punch went around, and as its active principles became evident, song and jollity followed. Professor Haynes, whose ebony face nestled close to a venerable guitar, made intervals of quiet, joyous and interesting. His voice rose and fell like the outline of a barbed wire fence, at once effective and affecting. The Professor is growing popular at the club, and there are *dark* hints going around that we ought to reward him with an honorary membership. Speaking about rewards, when our Liberian friend saw what was in the hat, which had been passed around, his face was all ivory.

FACTS THEY ARE, GENTLEMEN, And Worth Your While to Read.

1. We built the first hollow forked ball bearing bicycles in the United States.
2. We made the wheels for the first rubber tired tricycle put together on this side of the Atlantic.
3. We have been manufacturing Cycles for eight years, but we do not belong to the Board of Trade
(so called), of Boston, or any other combination.
4. We own the Largest Cycle Plant in this country, and paying no profits to contractors, we are
able to sell our products at manufacturers' prices.
5. Our machines are made for road riding, and hold all of the important World's Road and Long
Distance Records.
6. We believe that records made on a frail and delicately constructed wheel show no superiority
in a Roadster.
7. If we thought they did, we should have made a racer long ago, though we never have.
8. If a new mount is wanted, just have a glance at our line for 1887, which are strictly original in
vital points, and not reproductions of foreign ideas.
9. We shall take great pleasure in submitting our new Catalog to your inspection and criticism.
It contains detailed descriptions of by far the most varied and extensive line of Cycles and
sundries manufactured in America. Our separate catalog of parts, telegraphic code, hints,
instructions, etc., mailed on receipt of one cent stamp.
10. We are, Very respectfully,

GORMULLY & JEFFERY MFG. CO.

ANNOUNCEMENT FOR 1887!

We beg to inform our agents and the public, that our line of machines for this year will consist of the following, which will be briefly described in the "Bicycling World" issues of January 14th, 21st, 28th, and February 4th. Our Spring Catalog is now in press and will be issued in February. We are already booking orders for early delivery, and persons desiring agencies are advised to apply at once.

THE "NEW RAPID" BICYCLES

ROADSTER

With several improvements over last year's patterns and higher finish, but not altered in any essential particular.

LIGHT ROADSTER,

Weight for 50-inch, 36 pounds. An elegant light mount with all the points of excellence which made the full roadster so popular last year. Specially designed for America.

SAFETY.

This machine is of the "Rover" type, but embodies improvements and such simplicity of design that must make it the leader of its class. It may be ridden with "hands off."

ALL OF THE ABOVE MACHINES HAVE

TRUE TANGENT WHEELS,

Recognized universally as the only correct principle for wheel building. These wheels were invented and first made in our factory, but now have many imitators, which is indisputable evidence of the popularity of the "New Rapids."

THE QUADRANT TRICYCLES

No. 8.

For gentlemen only. This is the Tricycle already favorably known in the States, but a number of valuable improvements have been made which must still further add to its popularity.

No. 14.

For ladies only. Bicycle steering large front wheel, etc., etc. This machine is a revelation in the art of Tricycle building.

No. 15.

For gentlemen or ladies. Bicycle, steering fore and aft. Non-convertible, thereby securing proper distribution of wheel load.

ALSO, THE QUADRANT SAFETY and QUADRANT TRICYCLE No. 9, suitable for both sexes; and TANDEMS, Nos. 11 and 12.

We are the sole importers of the above-named machines, and are prepared to appoint agents. We carry heavy stock and guarantee quick delivery. Send for Catalog. Correspondence solicited.

SAMUEL T. CLARK & CO., Baltimore, Md.

The members who attended the Montreal carnival, gave an informal reception toward the end of the evening. It consisted in *bouncing* those who had not before enjoyed this elevating sport. Some of the elevated came near touching the ceiling, which, on the whole, was fortunate, as *strikes* are not popular with the club. About half-past eleven this very pleasant entertainment came to a close, and every one seemed delighted with its success. D.

MESSRS. STODDARD, LOVERING & CO. wish to state that they have an arrangement by which spade handles can be fitted to all the Rudge Light Roadsters that have been sold by them within the last four years. Correspondence invited on this subject.

WE are in receipt of an excellent photograph of the Cunard tandem. It shows to be a double handle-bar steering, and can be ridden by two ladies. It is, of course, a three-wheeler 40-inch driver, large pilot, cripper steering. For those who want to see what the machine looks like we would suggest they send twenty-five cents for a cabinet photo to Rogers & Co., Newark, N. J.

The District Wheelmen's Hare and Hound Race — A Character Sketch.

WRITTEN FOR "BICYCLING WORLD"
BY "A. VOICE."

(Concluded.)

BUT the labors of the day were not yet over. Morris had not yet been caught, and Edmonds had sent Baldwin ahead with Nicholls, (who had unfortunately hurt his foot, and been captured), to ask for assistance from my end of the route. Baldwin reported that when he left the captain he was coming up the Georgetown and Tenallytown Pike, but the scent was faint, and might have been scattered surreptitiously by Nicholls while in tow with his hound. At least, I gave Nick credit for this trick, and hastily set out to satisfy myself. A quarter mile down the pike I found some, but oh, horrors! it was *Cycle*, indicating our crafty president's passage over the ground. In vain I made inquiries at all the hotels in Rockville; no one had been there, except those at the Montgomery House, and I could account for all of them. I was perplexed this time, sure, and conferred secretly with Rob and Lowell, having left Clary in charge of the hares, with Baldwin as an assistant jailer. We discussed the matter from every point of view, and searched the roads leading out of town as carefully as was possible, but all in vain. The scent led direct to the Montgomery house, and there it ended. I had disclosed my little discovery in relation to the differences of scent, of course, but neither of my aids could throw any light on the subject, try as they might.

At last I decided to take the three most direct roads for Washington, on the back trip, and keep them for half an

hour; returning at the end of that time if nothing was found. So I despatched Robertson down the Pike mentioned, sent Lowell off towards Norbeck, and took the seven-locks road towards the bridge as my own field of labors. For myself, I returned after the allotted time had expired, without having scented a thing. At the hotel I found Rob, who reported that he had ridden down about three miles to where a road branched off northeast, to Mitchell's, and there found Hopkins seated on a stump.

The latter had given him a note to me from Capt. Edmonds, It read as follows: —

Morris is certainly off towards Norbeck, and I have only Lamb and Seely to assist me. I have sent them to Norbeck and Redland respectively, and shall myself take the Norwood pike over towards Ashton, and make inquiries in that quarter. The scent has been utterly lost. Either he is completely out of it, or is not scattering it, for I am unable to trace him wherever I try. Help me all you can, and as you think best.

(Signed), EDMONDS, Capt.

Rob and I rode down to where Hopkins was, and I commissioned him second lieutenant, and sent him on to Rockville, with orders to station Lowell, Baldwin, and himself at the outskirts of the town, upon the roads leading from Redland, Norbeck, and even Gaithersburg, which latter place lies beyond Rockville, in a direct line from Washington. I knew Morris was sly, and might resort to any trick to give us the slip.

It was now three o'clock, and the afternoon was drawing to a close. If we were to catch the crafty hare, Morris, it must be done within two short hours, or the day was lost. We had not forfeited the game entirely by losing Mills, but Morris was our last hope. We found no scent, whatever at the branch road where we found Hopkins, but set off together for Mitchell's. Arriving there, I sent Rob to Norbeck, and I ran up the Rockville road direct, that awful, let me call it "path" of hills and ruts that has been dignified by the title "road," and is so called on the maps of the vicinity of Washington. Passing through Rockville, where I found everything quiet, and the prisoners enjoying a smoke in the cool of the hotel verandah, I passed the picket stationed on the Redland road, giving the watchword "foxtail" and set off for that place. Half way there I discerned something in the road ahead, and spurred to make it out. It looked like a man taking down the bars of a gateway in the fence, but I was not certain.

Simultaneously with my arrival at the spot, up rode Rob and Edmonds, keen on the scent which they said was fresh, and which Rob reported to be of newspaper. Although I could not understand this at all, for all the newspaper scent fellows had been captured. I disclosed what I had seen, and on careful inspection, there, sure enough, were marks indicating the passage through a gate of the hare we were in pursuit of. Morris had gone up to Norbeck, then crossed over to Redland, and was coming south towards Rockville. A muddy spot

just inside the field was discovered, and careful scrutiny thereof revealed a fresh impression of a rubber bicycle shoe print and a wheel track. We recognized it. Morris's shoe, by heavens! and pushing his Star.

The course led across a field covered with grass, and all we had to follow was a very faint scent amidst it, the fainter for the length of the grass and the abundance of weeds. Next, the course lay through a bit of wood and across the railroad track. Now the hotel was not a half mile off, and we were in hot pursuit, eager to catch our game, and conscious of the fact that he was making for the rear of the Montgomery house, across the fields, by a route which would avoid our pickets, and land him safely at the rendezvous without being captured.

We put on racing speed over the rough path we were following, and fairly panted for breath. It wanted but ten minutes to five, and the time was short. Robertson distanced us, fairly riding over the rails of the Baltimore and Ohio Road without a dismount, a hundred yards in advance of us. His speed was terrible, and frequent bends in the course hid him from view. Edmonds was a little ahead of me, and I was truly doing my very best, all the while keeping one eye out for the scent. The Star machine that Robertson rode was not provided with the silent ratchet, and rattled at a terrible rate; we could even hear him yet, and he must now be some distance in front. On and on we rushed, now riding, now walking, often falling, but never stopping to clean off the mud with which our grey uniforms were besmeared. Out of breath, and the perspiration streaming down our faces, it was no wonder the sable natives gazed in open-eyed wonder at us as we passed their rude huts.

At last! we had failed. The hotel was reached, and we could hear the loud voices of the boys in front laughing and talking. Yes, there were Robertson's and Morris's machines leaning against the stable, but what had been the result? Breathless, even hatless, we rushed around to the front, and were greeted with a roar of laughter. Had we lost or won?

"Tell me quick," I shouted "How is it."

For answer, Bal. Morris uttered the one word "Tie!"

Oh, thunder! We had labored in vain. All our trouble was for nothing, and neither hares or hounds must set up the dinner we so badly stood in need of. The cold matter-of-fact process of paying for your own meal must characterize this, our first paper chase, and neither party could claim the honors of a victory.

It came out that Rob had overtaken our cunning president just as he had reached the hotel, and exactly as he set foot upon the threshold he had laid his hands upon him. Bal. had privately changed bags with Nicholls on purpose to deceive his pursuers, and we had never thought of looking at the paper

Nick had, which was every bit *Cycle*. Long and hearty laughing followed, and the merry fun of the whole thing was not in the least marred by the result, a result proving nothing, and satisfactory to neither dogs nor rabbits.

Edmonds related Louis Hopkins' good works for the hounds about as follows: Three miles above Tenallytown, Louis was sent on ahead to scout for the hares, and, overtaking, or rather sighting them within a half mile, he spurred to catch them. A sharp bend in the road revealed itself, and away rushed Morris and Nicholls

it, scattering scent conscientiously all the while, and not returning to the road (Mitchell's pike) for more than half a mile; and it had been for this reason that Edmonds was unable to track him, as he had stated in his note to me.

We had our dinner, which was just as abundant and well served as mine host Kelchner always provides, and we toasted and toasted until we were tired, and the subjects were exhausted. I remember, among others, Morris toasted the hounds in a neat little speech, and set forth with much humor that "every



around the turn. Louis immediately dismounted, lifted his light Rudge over the fence, shouldered it, and ran across the field. Scaling the other fence, he mounted in the road again, now not two hundred yards in the rear of the well frightened rabbits. At this moment the balance of the pack of hounds came in sight, and pursued and pursuer were seen tearing along at racing speed, Nicholls with short cranks, and his bright wheel fairly a blaze of silver in the bright sunlight. At this juncture a very steep hill was encountered, and here it was that Nick hurt his foot and was caught. Morris, however, putting on all his strength and, having recourse to his long wind, which was excellent, mounted the hill, though Hopkins gained on him every rod, while the others cheered and shouted until they were hoarse.

Arriving at the summit, the hill was found to be very steep and rough on the other side, necessitating a rapid dismount on the part of the hound; but Morris, on his crab, shot down it like mad, while the stones and ruts nearly threw him several times. Baffled, with success almost within his grasp, Louis was compelled to walk down hill, and witness his prey rapidly disappear in a wooded turn in the road, a half mile away.

Instead of turning off at the branch in the road, however, Morris slyly took to the fields some distance before reaching

dog had his day," but this was not ours. And in reply Edmonds toasted the hares, and ended with the Mother Goose melody:—

There was a young rabbit
Who had a bad habit,
And often would do what his mother forbid.
"My son," she would say,
"In the house you must stay,
With your poor loving mother, very close hid;
For I hear the dread sound
Of huntsman and hound,
Who are looking around for jack rabbits like you.
Should they but see your head,
They would soon shoot you dead,
And the dogs would be off with you, quicker than bow!"

And we all joined in the "Boo!" the landlord at that moment announcing train time. We resumed our wheels, rode to the depot, and were soon home again, tired and dirty, but well pleased with the day's sport, and just as much satisfied with the termination thereof as we could have been had one or the other party come off victorious. THE END.

Things We Should Like to Know.

WHAT W. I. Harris knows about dogs, anyway?

If the Springfield Club is losing its grip in a cycling way?

If Poultney Bigelow didn't make a mistake in dragging Stevens away from the Citizens?

AND if the Citizens are not justified in feeling that they were not treated very gentlemanly?

THE Overman Wheel Company exhibited their Victor Light Roadster and the new Victor tricycle on the 22d, as announced in their invitation to wheelmen. A large number of riders called to see the new machines, and found that the Overman Wheel Company had been "very wide awake" during the past year. The Light Roadster certainly leaves little to be desired in a bicycle. It has true tangent spokes, a new model handle-bar, and forged steel spade handles, so made as to be placed at any desired angle. The saddle is instantly taken on and off. In general appearance the machine is graceful and "clean built."

The Victor tricycle has the new spring fork, by which the vibration is kept out, and which makes it possible to build a light machine stronger than a much heavier one, which has n't the spring fork. The weight of the Victor tricycle is sixty-six pounds ready to ride. It is a beauty. A full description of these machines, together with the Victor Safety will be published in the BICYCLING WORLD next week. Those who have not seen them will do well to look in at the Overman Wheel Company's store.

Thomas Stevens.

GREAT preparations are being made in Boston to fittingly receive the great traveller. The principal one, of course, is the banquet to be tendered him by the Massachusetts Club to night. In our next we shall give an account of the banquet and of the receptions to be tendered Mr. Stevens.

ON Saturday afternoon, an informal reception will be tendered Thomas Stevens, at the office of the Pope Manufacturing Company, 79 Franklin street, from four to five o'clock. This will give business men and others who are interested in him, an opportunity to meet Stevens, and all comers will be welcomed. The wheel on which Europe and Asia were crossed will be on exhibition.

In the evening, the Massachusetts Club will tender him a reception.

WE received the following news by wire, that Freeman Lillibridge has sold out to Gormully & Jeffrey Manufacturing Company all his right, title, and interest in patents, plant, and name of the celebrated Lillibridge saddle.

WE spoke last week of Murray as being city agent for the American cycles. We were not large enough in our statement. Mr. Murray is New England agent for these cycles. His stock is the largest of any of the Gormully & Jeffrey agents East of Chicago.

THE American team have hard luck. Detained by the strike two weeks in New York, they got off finally, but had only gone as far as Sandy Hook, when their engine gave out and they drifted ashore off Coney Island. A delay of twelve

hours, and again they were afloat, and headed for the old country.

PETER ALEXANDER, of Boston, claims the following home trainer records: For one-quarter mile, twenty seconds; for one-half mile, forty-five seconds; for one mile, one minute thirty-eight seconds. Stop watches held by Doane and Rhoades.

THE Overman Wheel Company are ready to show that sixty-six pounds is heavy enough for a staunch tricycle. No. 1 is going on the road at once, snow, wind, and all, with 170 pounds of Billy Rhodes for a burden. Rhodes has instructions to find the weak spots, if there are any.

WE had the pleasure of taking a dive down the Glen Mitchel slide at Saratoga, N. Y., last Saturday. It is one of the best in the country, being a full half mile from top of chute to the stopping place.

It is stated that the Jubilee fund for the life-boat fund "only lacks £600 of the amount required, £1,000." Now if they only *lacked* the amount they have *got* it would be nearer satisfactory.

A MAN has patented a device which by striking a bell, a small rodent labelled "Rats," travels across the operator's vest and disappears in the small pocket thereof. The chestnut bell having run its diabolical course, this contrivance is to make our life a burden for a time.

WE sincerely trust that the annual meeting of the Board of Officers of the C. W. A. that takes place in Toronto to day, will be in marked contrast to the late and similar meeting of our national organization.

A NOVEL system of electric lighting for bicycles has recently been patented by Mr. Richard Weber. It does not necessitate the use of heavy and cumbersome apparatus, and, therefore, should find favour with cyclists. The light, an incandescent lamp, is supplied with the necessary electricity from a small dynamo-operated by the large wheel. The dynamo, which only weighs a few pounds, is so arranged that the light can be set in action or extinguished in a moment by turning a lever near the handles. It is so simple in its action and convenient in use that it should certainly supersede oil lamps. It has the advantage over the latter of requiring no cleaning or attention, and of being always ready for use. The light is also not affected by jolting over bad roads, which frequently puts out oil lamps just when they are most required.—*Cycling Times*.

MR W. GRINER, the Secretary of the Coventry Machinists' Company, Limited, is in this city looking after the interests of his company.

THE sixth anniversary ball of the Columbia Bicycle Club, North Attleboro, Mass., will occur in the Wamsutta Hall the 10th March.

W. H. LANGDOWN, who came all the way from New Zealand to attend last year's tournaments, and who no doubt was one of Springfield's "drawing cards," dropped out of sight rather suddenly, after expressing his dissatisfaction over the alleged shabby treatment he received at the hands of his entertainers.

I have, however, kept track of the visitor, and running up on the elevated road to 239 East Thirty-ninth street, Wednesday, I again had the pleasure of a chat with the Antipodean. Mr. Langdown's visit to this country was ostensibly to learn something of our mercantile interests, but after a sojourn of six months in the Empire City, he is no nearer being acquainted with the business interests than when he came here. "Can't get a look in anywhere, things are so deuced quiet," was his explanation to my query, as to what business he was engaged in? The very idea of a man of Mr. Langdown's calibre being six months in a city like this, forces me to believe that W. H. is either indifferent to work, or that he has not tried his best to obtain some.

There is every reason to believe that Mr. Langdown will be seen on the path next season, and if he does, I venture to predict that he will make a better showing than he did last summer. *Cor.*

THE TRADE

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Pope Manufacturing Company.

WE are in receipt of the Columbia catalogue for 1887. In its pages we find all of the well-known machines with improvements and alterations as suggested by experience. We shall go into details of these in a later issue. We notice a new bicycle handle of peculiar pattern, known as the "double grip," and combines the combined advantages of the spade and oval. The Kirkpatrick saddle used on these machines has been improved, having a high coiled spring in front, and a large coil spring behind. By a simple appliance on the back spring, the back of the saddle may be elevated or lowered at will. The new machine we have been looking for is the tandem, a description of which we give below.

SPECIFICATION OF THE "COLUMBIA TANDEM," OMITTED FROM LAST WEEK'S ISSUE BY MISTAKE.

Two 40-inch driving wheels, and one 26-inch front steering-wheel. Endless moulded red rubber tires, one inch to drivers, seven eighth inch to sterner. Crescent felloes. Forty-eight and twenty-four double-butted direct spokes, No. 11½ wire. Copeland patent, convertible frame, of seamless tubular steel. Side balance-gears (Whitehead and Pope patents). Tubular front forks. Copeland socket steering-head, and automatic handle-

bar steering, with connecting-rod to rear handle-bar (patents applied for). Hollow curved handle-bars, adjustable (Overman patent) for height. Vulcanite handles (Moran patent). Adjustable (Overman patent) L. seat-rods. Cradle springs (Harrington patent). Adjustable long-distance saddles (Veeder & Knous patent). Copeland adjustable double-action band-brake (Wallace patent). Central crank and chain driving-gear. Wallace patent sprocket-wheels. Ewart patent foree steerer detachable-link chain. Detachable crank (Knous patent), five and a half to six and a half inches throw, gear; five to six inches throw, front. Columbia double-grip rubber (Latta patent) ball-pedals (Peter patent). Columbia adjustable ball-bearings (Peters, Hughes and Wallace patents) all around. Foot rests. Lantern bracket. Wire dress-guards. Steering-wheel shield. Tool-bag, with oil-can, screw-driver and wrenches. Width of track 33 inches; total width, 40 inches. Gear, 47. Weight, all on, 120 pounds. Finish, enamel and nickel tips.

CYCLISTS' TOURING CLUB

C. H. POTTER,

Acting Chief Consul,

99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Chas. A. Biederman, C. P. R. R., San Francisco, Cal.; R. G. Gamwell, 97 Fourth avenue, Pittsburg, Pa.; D'Arcy P. Cooke, 3646 Page avenue, St. Louis, Mo.; M. P. Kelly, 2051 North 13th street, Philadelphia, Pa.; James S. Dobson, P. O. B. 466, Bethlehem, Pa.

THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

WE GUARANTEE YOU 500 Samples To receive Books, Circulars, Letters and Papers FREE from firms all over the U. S. and Canada if you send 20 cents to have your name in new issue of Agents' Name Directory. Copy sent you with your name inserted. ALLEN & CO., Box 437 Kennedy, N. Y.

VERNON HILL, Va., Dec. 27, '86.

ALLEN & Co.: Gents,—I have already received more than the 500 parcels of mail, many newspapers, etc., of which I had often paid 10 cts. each for before. I advise all to have their names inserted at once. I know from experience your directory far excels all others.

R. T. JAMES, Agent.

35 RARE CURIOSITIES, such as Perfumed Palestine Wonder Stone, Porcupine Quills, Minerals, Rare Foreign Stamps, Tin Tags, Sharks' Teeth, Birds' Wings, Odd Coins, etc. many of which are very old and Rare, no two alike, for only 25 cents. Send at once, before all gone. Satisfaction guaranteed. CURIOSITY CO. Box 437, Kennedy, N. Y.

CUNARD BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO., Sole Importers, 75 CLINTON AVENUE, NEWARK, N. J.

SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

CATALOGUES FREE ON APPLICATION. CABINET PHOTOGRAPHS OF ANY MACHINE, 25 CENTS.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

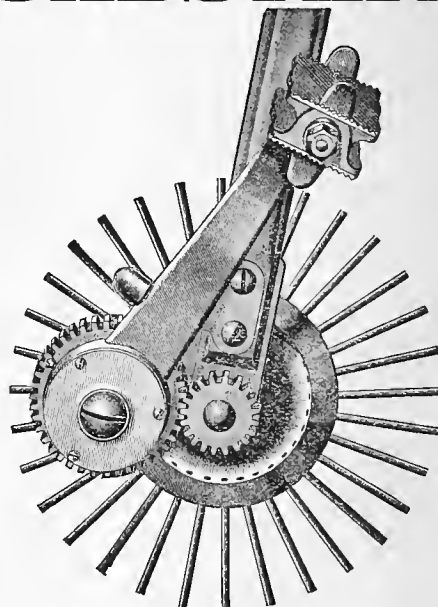
(YOST & McCUNE PATENT.)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.

Do not fail to examine before purchasing.



PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington Street, cor. Cornhill and Brattle Streets, or, SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.

FOR SALE OR EXCHANGE

FOR SALE.—One 44-inch New Special Facile bicycle, latest pattern, cost \$135, price now \$100. Also a 44-inch Special Facile, used very little, cost \$135, price now, \$90. A. W. GUMP, Dayton, Ohio.

**HANDY POCKET WRENCH.**

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE.—One 52-inch Royal Mail, 1885 pattern, in excellent condition; spade handles, Kirkpatrick saddle, rat-trap pedals, etc. Address, H. L. B. care H. C. Curtiss & Co., No. 10 Bedford street, Boston.

**THE TOWNSEND**

Combination Spring and Saddle.

STODDARD, LOVERING & CO., Boston, Mass.

SIDE VIEW.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

SPADE HANDLES?

Handsome, Strongest, and Best Handles in the Market,

ONLY \$3.50.*We have them to fit any Cycle made.*

C. W. SPINNEY - - Fitchburg, Mass

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, \$6.00.

SOLE U. S. AGENTS.

STODDARD, LOVERING & CO.

152 Congress St. | Boston, Mass.

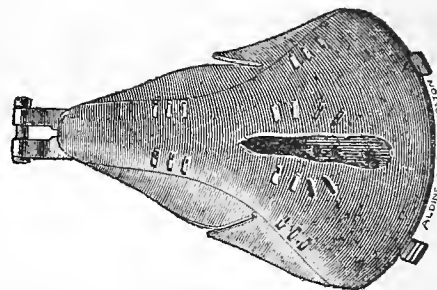
OUR SPECIALTIES.

ECLIPSE LAMP, NICKELLED	.. . . .	\$4 50
GEM	.. . . .	3 00
ENAMEL JET BLACK	.. . . .	75
" STEEL COLOR	.. . . .	75
" TRANSPARENT	.. . . .	75
ENGLISH ANTI-RUST NICKEL PASTE	.. . . .	25
BROOKS' IDEAL CYCLOMETER	.. . . .	5 00
BUFFALO BICYCLE STAND	.. . . .	1 00
DAYTON BICYCLE STAND	.. . . .	2 00
DIAMOND WRENCH, NICKELLED	.. . . .	1 00

Send for circular. Special discounts to agents. I want an agent in every city and town in the United States. WRITE NOW.

W. C. BOAK,
IMPORTER OF BICYCLE SUNDRIES,
8 ROY, NEW YORK.

A few Second-hand Wheels for Sale Cheap. Write for Prices.



TOP VIEW.

APOLLO for 1887, including spade handles and ball head	- - -	\$135.00
CHALLENGE for 1887, including spade handles	- - -	\$105.00
APOLLO SAFETY, with Arab spring and ball pedals	- - -	\$140.00
S. S. S. TRICYCLE, No. 1, for men,	} Each	- - - \$180.00
S. S. S. TRICYCLE, No. 2, for ladies,		
S. S. S. TANDEM, steered by gentlemen from behind	- - -	\$250.00
TRAVELLER TANDEM, Humber type, but with 26-in. trailer	- - -	\$245.00

A FEW GOOD AGENTS WANTED.**CATALOGUES NEXT WEEK.****W. B. EVERETT & COMPANY,****6 AND 8 BERKELEY STREET - - - BOSTON.**



From Manitoba to the Gulf of Mexico,
From Eastport to the Golden Gate,



The Majority of Wheelmen Ride Columbias.



THESE ARE OUR WITNESSES.



Nine years of hard service upon every grade of American road has not worn out a COLUMBIA.



The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.



It requires the STAUNCHEST MACHINE to withstand the strain of Fancy Riding.



IT IS A FACT that nearly every Fancy Bicycler RIDES A COLUMBIA.



POPE MFG. CO.

79 Franklin Street, Corner of Arch Street, BOSTON.

12 Warren Street, NEW YORK.

— BRANCH HOUSES —

291 Wabash Avenue, CHICAGO.

Alfred Mudge & Son, Printers, 24 Franklin St., Boston.

THE Bicycling World

DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
5 cents a copy.

BOSTON, 4 MARCH, 1887.

Volume XIV.
Number 18.

IT IS BUILT THAT WAY.

"In the Ramblers' Great Century Run, nine of the fifteen riders who finished, rode Victors. Five different makes of machines were represented."—*St. Louis Spectator*.

"Not one of the nine Victor riders had even a spoke loosened in his wheel."—*St. Louis Wheel Company*.

13,498 MILES IN ONE YEAR,

Ridden by G. J. Loomis on a Victor during 1886. We believe this is the greatest distance ever covered in one year.

❧ Bicycles, * Tricycles, * Safeties. ❧

CATALOG FREE.

OVERMAN WHEEL Co.

182-188 Columbus Ave. - - - BOSTON.

THE SENSATION OF 1887.

ABSOLUTE PERFECTION.

THE LATEST AMERICAN HIGH GRADE WHEEL, THE NEW MAIL.

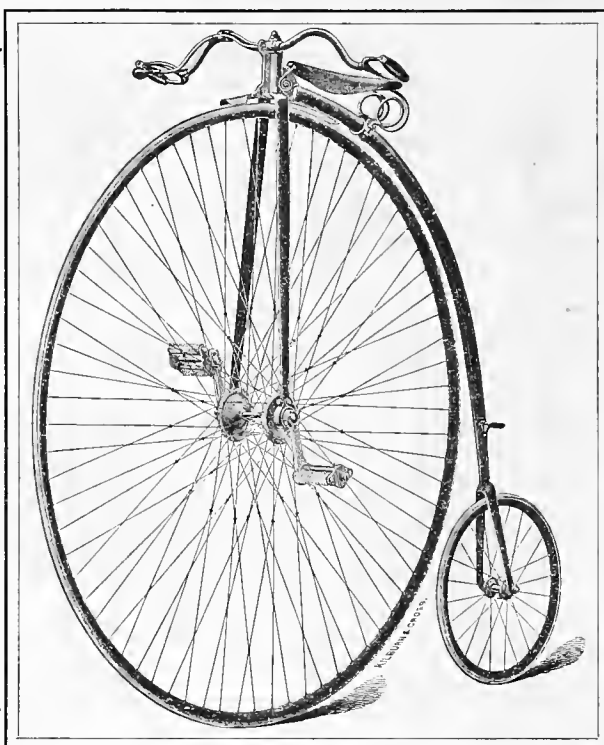
A Perfectly Made Light Roadster.

WITH OUR SPECIALTIES:

Perfection Strengthened Backbone AND FORKS.

BACKBONE.—Warwick's Perfection Pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually, if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone; thicker at the large end, and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.



WITH OUR SPECIALTY:

Trigwell's Ball Head.

Extract from a London Letter to the L. A. W. Bulletin, Jan. 8, 1887:

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Staoley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

DON'T FAIL TO SEE THIS PERFECT WHEEL.

For the past four years, as is well known, we have been importers of high-grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been in proportions and style the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut, and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts, and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails,

THE LATEST AMERICAN WHEEL, THE NEW MAIL,

Made by the finest machinery of the Ames Manufacturing Company, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our *own supervision*, and, from their experience, coupled with our own, we offer our Light Roadster for 1887, as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety, and all are Strictly Interchangeable. In fact a

PERFECT WHEEL.

We ask careful consideration of the distinctive features of the "NEW MAIL," as it has for the coming season improvements possessed by no other bicycle.

OUR SPECIALTY,

The GENUINE TRIGWELL BALL-BEARING HEAD.

1000 MILES WITHOUT OILING OR ADJUSTMENT.

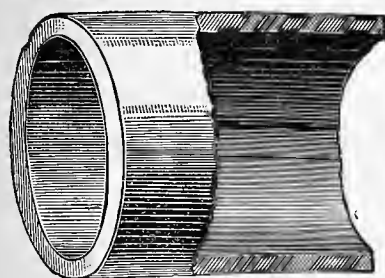
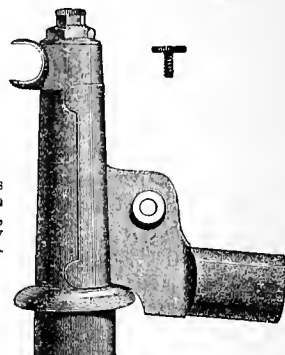
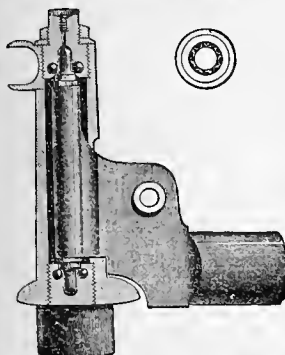
PERFECT RIGIDITY AND EASE OF STEERING.

IN USE WITH GREAT APPROVAL.

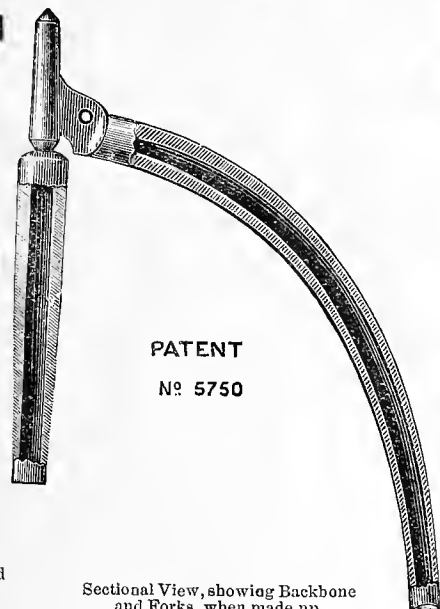
ENTHUSIASTIC TESTIMONIALS.

Wheelmen are aware that, ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time — for months, in fact — and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.** These heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and **ALL PARTS INTERCHANGEABLE.**

A SPLendid COMMON-SENSE IMPROVEMENT.

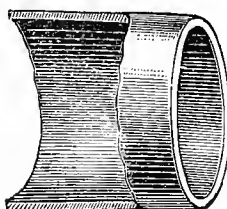


Sectional and End View, showing strengthened neck end of Backbone.

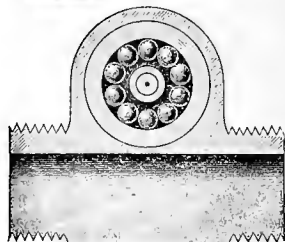


PATENT
No 5750

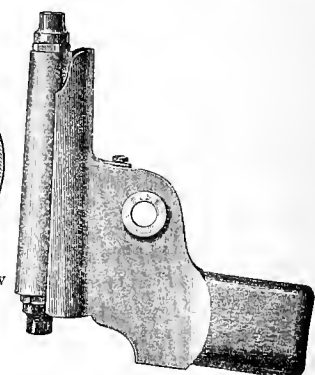
Sectional View, showing Backbone and Forks, when made up.



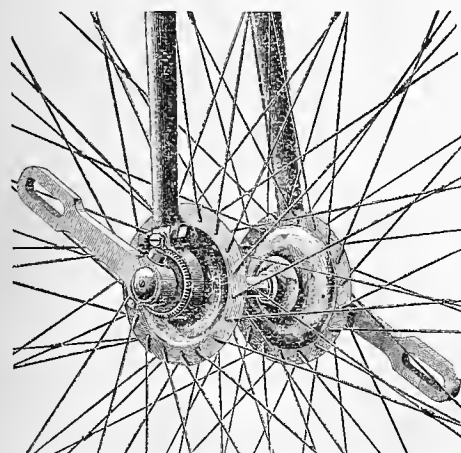
Sectional and End View of Back Fork End of Backbone.



Arrangement of Balls in Head.



Close Fitting Dust Shield. No side screws, which are easily lost. Very neat.



Notice smooth outside of this rim and strong base.

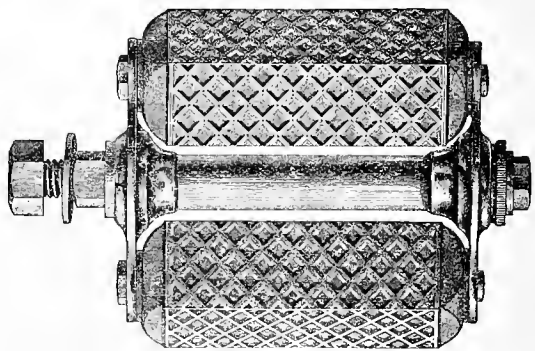


WARWICK'S NEW
HOLLOW RIM,

With thickened bottom. Seamless and perfectly smooth outside.

This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. **UNLIKE ANY OTHER.** Tied as well as brazed, and wound Seven Times, giving great strength and rigidity to whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. **DETACHABLE CRANKS,** 5 to 6 inch throw.

CEMENTED TIRE.



Square Rubbers, conforming to Foot. See this wheel before purchase. Ask your dealer for it.

MANUFACTURERS,

WILLIAM READ & SONS, 107 Washington Street, BOSTON, MASS.

Agents Wanted in every town. Send stamps for large Circular with fine illustrations of all parts, ready March 10. Photograph of New Mail, 14cts. in stamps. Now ready.

Cent * Annual * Greeting

POPE MFG. CO.

The last year of our first decade in the business of making COLUMBIA BICYCLES and TRICYCLES finds us in a position from which we look back with much pardonable pride and gratification to a remarkable record of business development and mechanical advance; and from this forward to the further success which is ensured to us by the confidence of the public in our methods, and our knowledge of what is best calculated to meet their wants and afford them the greatest satisfaction at all times.

A glance over the ten years from 1877 to 1887 shows a growth of the body of American wheelmen from a few dozen to tens of thousands, with hundreds of clubs and many thousands of dollars invested in permanent houses; and we take no little satisfaction in the part we have contributed to this complete establishment of what is unquestionably the most admirable and beneficial recreation that has found a place in the pursuits of our countrymen.

We have at all times aimed to provide riders with the most perfect machines that the state of the art, as shaped by constantly gathered experience, and the best skill in anticipating requirements, has permitted,—and the progress from the STANDARD COLUMBIA in its earliest form, to the perfected COLUMBIAS of to-day, has been marked by successive stages of steady development, each presenting special improvements on features already in use, as well as introducing new ideas. These have been both in the way of changes in essential parts and equipment, and in the methods and processes of construction; and they have served not only to improve our own machines, but as examples as well and a stimulation to other makers, here and abroad. Interchangeability of parts, one of the essential characteristics of COLUMBIAS, was, so far as its application to bicycle manufacture is concerned, first adopted and carried to perfection by us, and its importance has been so thoroughly recognized by wheelmen that it has of necessity been applied, to more or less extent, in the making of other bicycles. This is but one example of our contributions to the art of cycle construction.

It has been, too, a matter of satisfaction to us to have been able, by gathering together the numerous essential patents and rights, to establish such moderate and uniform royalties as have made it possible for many varieties of machines to be placed upon the market at one time and another, offering riders a sufficiently wide choice; though not the least source of gratification in this connection is in the fact that, having this choice, the majority of those riding high-grade machines have chosen and now ride COLUMBIAS.

Many considerations, too patent to require special amplification here, go to show the high favor in which COLUMBIAS are and always have been held by reason of their superiority in design and construction, and we wish simply to call attention to their unsurpassed record, in presenting to our old patrons, as well as those about to become purchasers, the list of our machines for 1887.

This covers the fullest line of machines yet offered, each specially adapted for its particular purpose; and the wheelman whose wants cannot here be met, must, indeed, be hard to suit. It will please us to have all interested acquaint themselves still more closely with both our new machines and our established ones now improved, either by a visit to us at our new and more conveniently arranged establishment in Boston, or at either of our Branch Houses, or at any of our largest agencies where a full line is to be found.

We present for its sixth season the EXPERT COLUMBIA, the sale of which has already reached a higher total than any other in America, and for which there is likely to be a greater demand than ever this year, under a reaction from an unwise tendency for a few seasons past towards too light machines for road use, and touring in particular; and for its third season, reduced \$5 in price, the COLUMBIA LIGHT ROADSTER, whose popularity and reputation

for elegance and ease of running, and thorough reliability under all conditions to which any light roadster can justly be submitted, have become well established. These unequaled machines are considerably enhanced in value by the addition of our improvements for 1887.

The old reliable STANDARD COLUMBIA, which has honorably performed more hard service than any other bicycle in the world; the COLUMBIA TWO-TRACK TRICYCLE, the only really successful machine to-day embodying the two-track feature, which is of special importance on some kinds of roads, and our smaller LADIES' machine of the same pattern, are again offered without material change, and the COLUMBIA SAFETY and SEMI-ROADSTER, —each of which has gained for itself a good place in the opinion of its riders,—and the COLUMBIA RACER, with its fresh laurels won in 1886.

NEW MACHINES AND EQUIPMENTS.—The appearance of our new COLUMBIA TANDEM will be hailed with very much interest by the rapidly increasing number of wheelmen and women who look to this class of machine as affording the most enjoyment and convenience of any. Constructed with a view to every requirement and advantage, our TANDEM is sure to please.

The improved COLUMBIA RACING TRICYCLE is shown and described for the first time.

A new "single" COLUMBIA TRICYCLE, virtually a light roadster, and fulfilling all the conditions expected in the highest-grade machine, will be placed upon the market early in the riding season. It will be an automatic handle-bar steerer, capable of use by gentleman or lady, and its appearance will be awaited by those desiring the finest tricycle of the season.

In new equipments we present our "double-grip" handle, of the complete success of which there can be no question; the improved Kirkpatrick saddle, and our new Knous crank.

Our spade-handles we are able to put out this year at much reduced prices, either on new machines, or taken separately.

DIRECT SPOKES and SOLID CRESCENT FELLOES are used in the EXPERT COLUMBIA, where special durability is more desirable than special lightness. This construction affords, within proper limits, greatest elasticity for the amount of material, and so the most strength consistent with satisfactory use. It is the longest-lived, and the most readily repaired when occasion demands.

RESULTANT SPOKES and HOLLOW FELLOES are used in the COLUMBIA LIGHT ROADSTER, where special lightness in a road machine is wanted. In this construction weight is differently distributed and economized, and a proper mean is preserved, by drawing the spokes at the "resultant" angle, between too great elasticity and over-rigidity, which latter makes a wheel harder in riding and the spokes more liable to snap.

FULL TANGENT SPOKES and HOLLOW FELLOES are used in the COLUMBIA RACERS, where the greatest saving of weight and the utmost rigidity are necessary, and absolutely no elasticity of the wheel can be permitted.

In all cases where we have closely adhered to these rules of construction, our wheels have proved the best for their purposes.

We use the CEMENT PROCESS for putting in our tires, because our experience shows this to be the most satisfactory in the long run,—though we will, when specially desired to, put them in by the chemical process. We do not advise this, for while it is very secure at first it cannot be so conveniently renewed by the rider when for any reason this becomes necessary.

While from the state of the case our knowledge of what is most desirable in the making of a bicycle or tricycle is naturally better than that of any who have devoted themselves less earnestly and extensively to it, much has of necessity been gained by us from the experience of individual riders, and we shall at all times be pleased to receive suggestions and ideas from any who are interested.

POPE MANUFACTURING COMPANY.

ALBERT A. POPE, *President*.
EDWARD W. POPE, *Treasurer*.



EXPERT COLUMBIA.

Price \$125 for a 50-inch, D or E Finish, with Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, "Double-Grip" Handles, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, **\$120.**

Additional for Finish A or C, \$10.

Difference of \$2.50 for each 2 inches in size up or down.

The EXPERT is put out for its sixth year with its world-wide reputation for staunchness, durability, ease of running, and beauty of lines and finish, holding it easily first among all medium-weight machines, and with the noteworthy distinction of being the only bicycle which has ever passed to this stage of its history with constantly increasing favor and sales.

It is constructed with full inch front and $\frac{3}{4}$ inch rear tires, solid crescent felloes, and direct spokes of No. 11 $\frac{1}{2}$ wire, with both ends enlarged. The perch and front forks are of patent seamless-steel tubing, the former 1 $\frac{1}{2}$ inches in diameter, and of circular section; the latter of elliptical cross-section, 1 $\frac{5}{8}$ inches by $\frac{3}{4}$ inch. The cranks are made under our Knous improvement, affording an adjustable throw of 5, 5 $\frac{1}{2}$ or 6 inches—or, when extra long cranks are ordered, 5 $\frac{1}{2}$ to 6 $\frac{1}{2}$ inches.

Spade handles will be substituted for the regular "Double-Grip," when desired, at \$2.50 extra.



COLUMBIA BICYCLES



COLUMBIA LIGHT ROADSTER.

Price \$130 for a 51-inch, K Finish, with Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, "Double-Grip" Handles, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, **\$125.**

Additional for Finish H or I, \$10.

Difference of \$2.50 for each 2 inches in size up or down.

The COLUMBIA LIGHT ROADSTER is a genuine light-weight bicycle, about ten pounds lighter than the EXPERT. We put it out for its third season with its reputation already acquired for elegance, ease of running, and strength, and are justified in claiming for it the first place among all machines of its class in the world.

Its thorough use by hundreds of riders during the past two seasons has satisfactorily demonstrated the fact that it will stand as much as *any* "tangent spoke" machine on the market, while it is lighter than most.

The felloes, $\frac{1}{2}$ inch front and $\frac{3}{4}$ inch rear, are of the best imported patent cold-drawn seamless-steel tube, rolled into hollow crescent form by our own improved method, and are the strongest and most rigid made.

The spokes are headed at the hub, and drawn over the curved secondary flanges so as to be nowhere weakened by bending; they are set at an angle, with one crossing where they are held by a fine wrapping, and are held in the felloe by a neat sleeve-nut extending well over the spoke and strengthening it.

In other details of construction it resembles the EXPERT, though lighter, and its equipment is the same.



STANDARD COLUMBIA.

Price \$90 for a 50-inch, G Finish, with Ball-Bearings to Front Wheel.

With Parallel Bearings to Front Wheel, \$85.

Additional for Finish F, \$10; for Finish B, \$15.

Difference of \$2.50 for each 2 inches in size up or down—except difference of \$7.50 between 46- and 48-inch sizes.

The STANDARD COLUMBIA is a staunch and reliable machine for beginners, and for all-around road use. It was designed to meet the want, still widely felt, of a substantial, first-class road machine, at a moderate price. We present it for this season again upon its merits and popularity already acquired. Although, by constant improvements, the expense of manufacture has largely increased, we offer it now at prices lower than before.

EXTRAS.—We furnish *with new* machines when ordered, in place of the regular parts: Columbia "Double-Grip" Ball-Pedals (nickled) on Finish G, \$5; on Finish B or F, \$4. Standard Dropped Handle-Bars, with Dropped Brake-Lever, \$2.50.



* COLUMBIA BICYCLES *



COLUMBIA SEMI-ROADSTER.

Price \$85 for a 46-inch, Finish D, with Cow-Horn Handle-Bars and Kirkpatrick Saddle.

The COLUMBIA SEMI-ROADSTER is a high-grade, moderate-priced bicycle for the use of boys, and even for light men of small stature. In designing and making it, our aim has been to reach a high degree of excellence in durability, simplicity, elegance, and all other points which go to make up a first-class machine for its purpose.

While 46 spokes are sufficient for the front wheels from 42 to 46 inches in diameter, we put 52 in both the 48- and 50-inch wheels, and when specially ordered, for riders weighing a hundred pounds or over, we fit the front wheel of the two larger sizes with $\frac{7}{8}$ -inch felloes, at an extra charge of \$5.



COLUMBIA SAFETY.

Price \$140, Ball-Bearings all around, Columbia "Double-Grip" Ball-Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle-Bar.

With Columbia "Double-Grip" Parallel-Pedals, \$135.

For our COLUMBIA SAFETY, or dwarf bicycle, we have adopted the front crank and chain-driving gear pattern, as embracing the greatest advantages in construction, general effectiveness, and appearance. It affords ample strength, with comparative lightness, an economy of power to be expended in driving, ease of control, and simple and effectual means of adjustment for different riders. In most points it presents the simple and excellent principles used in the EXPERT, and COLUMBIA LIGHT ROADSTER.

The SAFETY is made in two sizes: with 38-inch front wheel, geared as a 47 $\frac{1}{2}$ -inch driver, and 42-inch, geared as a 52 $\frac{1}{2}$ -inch.



COLUMBIA RACER.

Price, complete, \$140.

Weight of 55-inch, 22½ pounds.

The phenomenal success of the COLUMBIA RACER in its first two seasons has been far greater than that ever achieved by any other racer, and has served to advance the good reputation of COLUMBIAS. It is a fact, standing without precedent in the history of bicycle racing, that the large number of COLUMBIA RACERS in use during 1886 went through the season without a single breakdown on the track. And this is the more remarkable when it is considered that its riders secured new world's records for from one-quarter to twenty-four miles inclusive: the mile having been accomplished in 2.29½, and the astonishing record of twenty-two miles, one hundred and fifty yards within the hour. Such achievements testify not only to the skill and endurance of the rider, but to the perfection of construction in the machine.

In the construction of the wheel, we have introduced our seamless-steel hollow felloe, of great strength and rigidity, and have adopted a new arrangement of the spokes, "full-tangent," which affords peculiar advantages for an extremely light wheel, in admitting of the use of a small and thin hub-flange and a greater number of smaller spokes than could otherwise be used to advantage.

COLUMBIA RACERS

COLUMBIA RACING TRICYCLE.

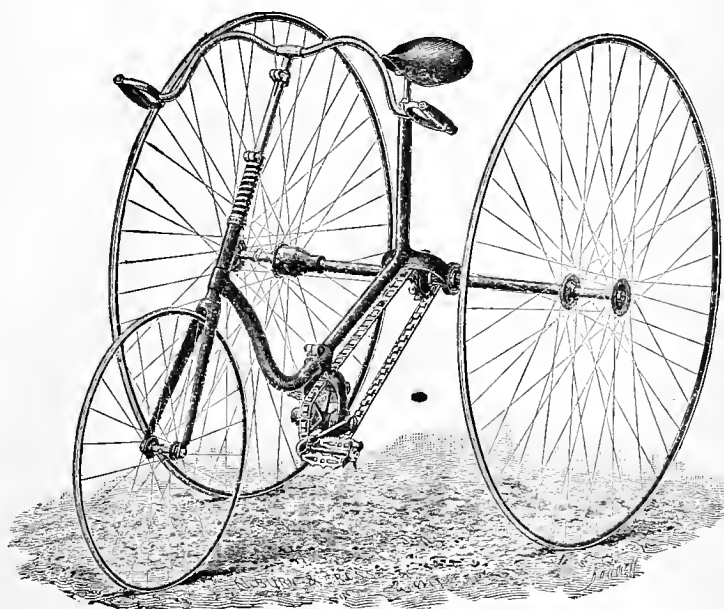
Price, complete, \$180.

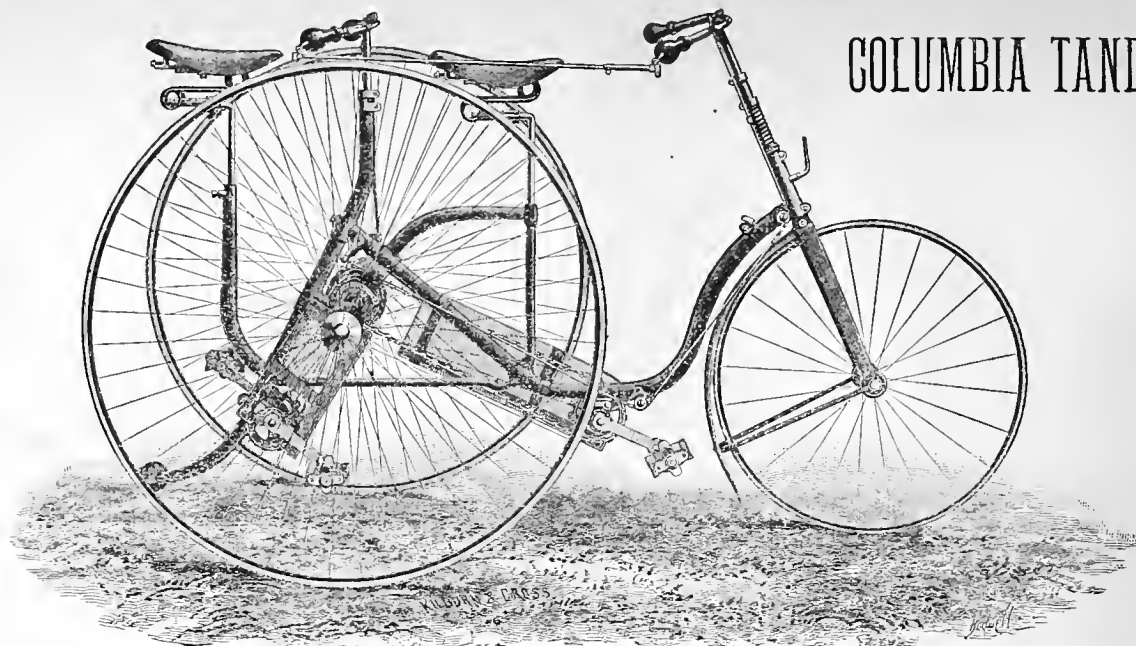
Weight, all on, 38¾ pounds.

THE COLUMBIA RACING TRICYCLE, as put upon the track for the first time in its improved form in the racing season of 1886, presents more advantages than have yet been seen in any other machine of its class, all of which are appreciated by tricycle racing men. Already it stands accredited with the world's professional records from one to ten miles inclusive, and first place in every important race in which it was entered during the season; and the favor it has met with insures its being ridden to greater successes in the future.

In its construction the essential elements of lightness, strength and rigidity have been kept well in view, and have been successfully attained.

The driving-wheels are constructed with light seamless-steel hollow felloes and full-tangent spokes, which are appropriate for racing-machines where absolutely no elasticity is desirable, and they are 38 inches in diameter, with ½-inch tires. The steering wheel is 20 inches in diameter.





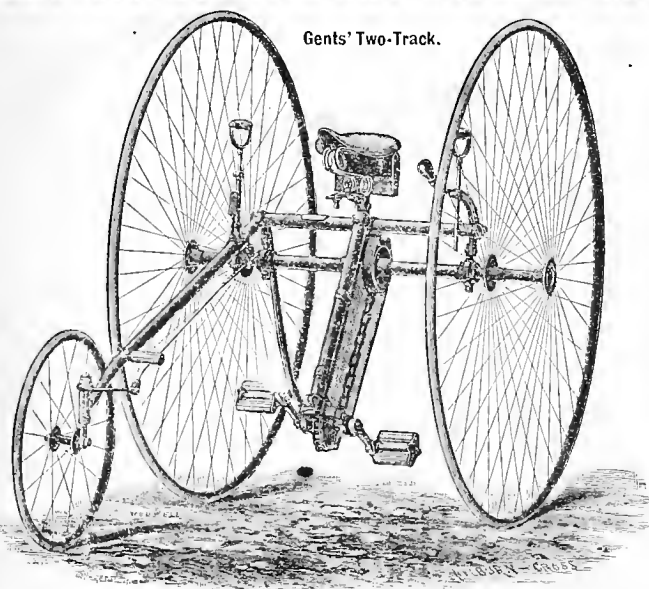
COLUMBIA TANDEM.

Price, with "Double-Grip" Ball-Pedals, \$250. With "Double-Grip" Parallel-Pedals, \$240.
Weight, 120 pounds.

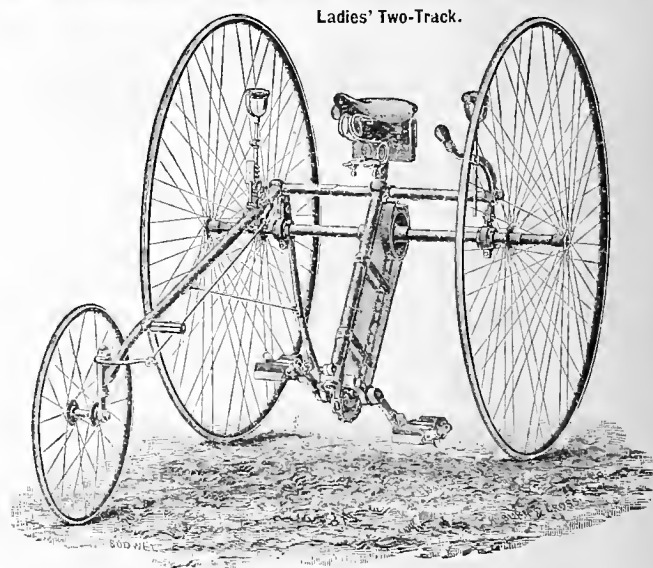
In designing our COLUMBIA TANDEM, we have aimed at combining all the features presented by previous types which the experience of riders has shown to be desirable and consistent with strength, safety, and ease of action, and, with these, such improvements and new ideas as the ingenuity of our inventors could devise for the perfecting of a double machine. The result is seen in a front-wheel handle-bar steerer, which two ladies can ride if desirable, capable of being steered and controlled by brake from either seat, and readily convertible into a handle-bar steering "single"; in appearance graceful and well-proportioned, in construction as nearly perfect as long experience in cycle building can make it, and, withal, as light as a roadster tandem can reasonably be expected to be.

The wheels are proportioned for strength, steadiness in running, and the taking up of vibration as much as possible. The drivers are 40 inches in diameter, with 1-inch tires, the steerer 26 inches, with $\frac{3}{4}$ -inch tire. The double axle, a most important part of a tandem, is made particularly strong, and the frame is well braced.

* COLUMBIA TRICYCLES *



Gents' Two-Track.



Ladies' Two-Track.

COLUMBIA TWO-TRACK TRICYCLES.

Price, with "Double-Grip" Ball-Pedals, \$165. With "Double-Grip" Parallel-Pedals, \$160.

The COLUMBIA TWO-TRACK TRICYCLES present many points of interest, and of superiority over other patterns of tricycles for all around use on American roads.

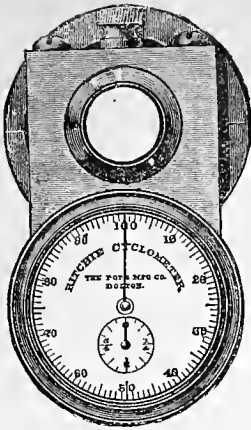
The two-track feature, though not broadly new, has been embodied with improvements in this machine so as to give equal steadiness of running and the stability of front-steering, with the added advantages of an open front for safety, but two lines of resistance to the wheels to watch and overcome, and greater convenience in handling, and particularly in passing through an ordinary door. ●

● The larger machine has 48-inch and 22-inch wheels with direct spokes and solid crescent felloes; the Ladies' Tricycle, 44-inch and 18-inch, full tangent spokes and seamless hollow felloes. The means of adjustment for riders of different reach are ample.

RITCHIE MAGNETIC CYCLOMETER

Has given complete satisfaction in its working. It has always run accurately under longer and more thoroughly practical tests than have been given to other Cyclometers.

Plain bronze finish, \$12; nickel-plated, \$12.50.



For wood, metal, or stone; self-drying in half an hour; very tough, easily applied, and durable; gives a fine jet black luster. The contents of one bottle will cover a bicycle.

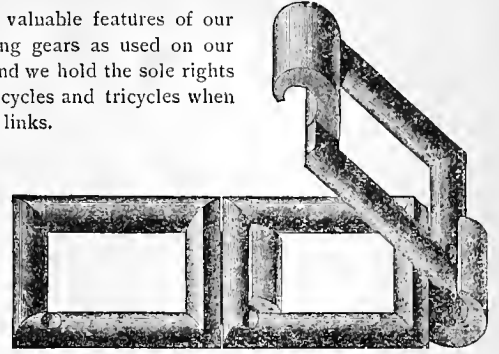
Price, per bottle, 75 cents. Put up for the trade in boxes containing one dozen bottles.

EWART DETACHABLE-LINK CHAIN

Is one of the most valuable features of our crank and chain driving gears as used on our Tricycles and Safety, and we hold the sole rights for its application to bicycles and tricycles when made with drop-forged links.

The accompanying cut illustrates the method of taking it apart, and it will be seen that any link may be taken out or replaced instantly, when sufficient slack is given to the chain

to bring two links around to a right angle with each other; while, until this position of the links is reached, they cannot come apart. The links are made under our own improved process, are drop-forged, case-hardened on the bearing-ends, and constitute the lightest and most satisfactory chain for its purpose; while the fact that under regular tests it bears a strain of 2,000 pounds before breaking, sufficiently demonstrates its strength.



* COLUMBIA SPECIALTIES *

KNOUS ADJUSTABLE SADDLE



Presents several important improvements in construction which make it very light, strong, elastic, and easily adjustable.

The frame consists of two light

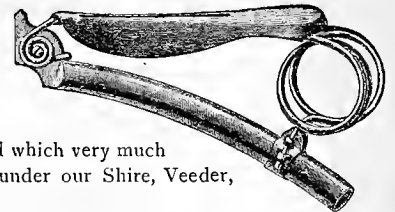
but amply strong sections of flat spring steel, the one attached firmly to the cantle to which the flexible leather top is riveted at the back, and then bent below at a right angle to form an adjusting joint with the other section, which, extending the length of the saddle, has the leather riveted to it at its forward end.

The adjustment between the sections of the frame, and by which the proper tension of the seat is preserved, is positively governed by the square-headed set-screw appearing in the cut passing freely through the bent-up end of the lower section and into a threaded hole in the upper, with its reinforcing block beyond.

Price, with nickeled straps, \$4.

KIRKPATRICK SADDLE.

Our improved Kirkpatrick Saddle, as put out for this season, embraces all the advantages which have served to establish it securely in the high estimation of wheelmen, with new devices added which very much increase its value. We make it under our Shire, Veeder, Kirkpatrick, and Pope patents.



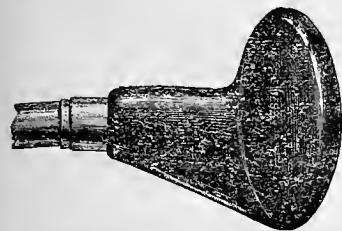
The peculiar advantages possessed by it arise from its general construction, with a perfectly adjustable frameless or hammock-pattern seat, suspended between fore-and-aft springs,—a combination by which all jars and vibrations of the machine are absorbed, and the tendency to headers much decreased. The front and rear coiled springs are of the best tempered round steel wire, and are of very material importance in contributing to this effect. The seat proper is of the finest leather procurable, and its form, with long cut-out, admits of its shaping itself perfectly to the form of the rider, obviating all chafing and any uncomfortable or harmful pressure. It has no metal frame, save the cantle at the rear to preserve the shape.

At the rear ample vertical adjustment is secured, when necessary, by loosening a cleverly-arranged right-and-left spool-nut, holding together the eye-bolts at the top of the clip, through which the lower ends of the springs pass. The latter may be elevated or lowered to suit, and then secured again by turning the nut tight.

This Saddle is readily placed in position and its tension regulated by setting its clip back or forward. It is applicable to almost any bicycle by the use of different perch-clips. In ordering state for what machine it is desired.

Price, nickeled, \$6.

DOUBLE-GRIP HANDLES.



The vulcanite handles with which the EXPERT and LIGHT ROADSTER are now regularly fitted, are of our new "double-grip" pattern, and present the combined advantages of all other forms, admitting, as they do, of various positions of the hands for firm grips, and for resting the rider's weight upon when desirable. They are hollow

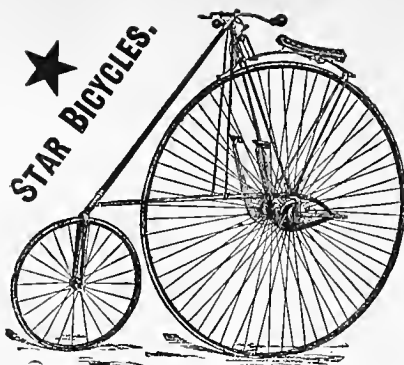
for lightness and greater elasticity under strains, but of fine material, and sufficiently thick section to stand all reasonable use, and much that is not.

Price per pair, \$3.

SPADE HANDLES.

We now furnish spade handles of superior construction, with neat and strong steel frames and best vulcanite hand-pieces, to screw on any EXPERT handle-bar, either solid or hollow, or the LIGHT ROADSTER. In ordering state for what machine they are desired.

Price per pair, nickeled, \$5.



SAFE, PRACTICAL *and* FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles

First American Machine to make more than 20 Miles within the Hour.

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SPORTING AND BYCLING CELEBRITIES

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Do you want a splendid Photograph of

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Or an excellent Photo of

PATSEY CARDIFF?

We can furnish you with these, just taken, cabinet or 11x14. We have, also, a fine line of well-known cyclists, including Woodside, Morgan, Higham, Schock, Prince, Hardwick, Snyder, Armaindo, Savage the Minnesota state champion. Also a dozen others. Send for prices, etc.

OSWALD BROS.,

1227 Washington Ave.

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WE MAKE A SPECIALTY IN SECOND-HAND ^{BI}TRICYCLES, AND TAKE THEM IN EXCHANGE

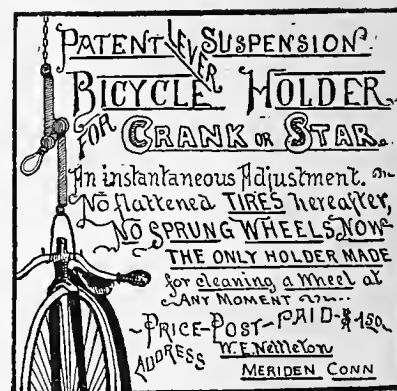
For new "Columbias," "New Rapids," Quadrants, Sparkbrooks, Victors, Stars, New Mails, Faciles, Rovers, Humboldt, or any other machines. Sole agents for New York, for the New Rapids, Quadrants, New Mail and Sparkbrook. Send for circular and list of second-hand cycles and sundries.

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PRICE 50 CTS.



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Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

SIDE VIEW.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

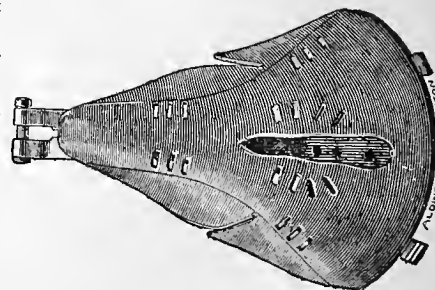
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Boston, Mass.



TOP VIEW.



Published every Friday

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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 4 MARCH, 1887.

OUR friend Prial, of the *Wheel*, is most amusing. He wants cyclers to subscribe to *his* paper "as an earnest of (their) your appreciation of (his) our efforts to raise American cycling journalism from the amateurish state into which it has fallen." Why, bless your heart, Prial! there are men now on the cycling papers that were professional press men long before you knew what a bicycle was, or ever thought of editing a wheel paper. Still, if you like, we will allow your sheet to be the exponent of professional cycling journalism and we will let the WORLD remain in "the amateurish state into which it

has fallen." We don't put on the coat because *we* think it fits, but merely to please you.

THE C. T. C. seems at last to have reached a realizing sense of the importance of definite action if it would become in fact, what it has been so far only in theory, an International organization. It must be more than two years ago that the American chief consul, at a council meeting held in Birmingham, England, brought forward a resolution which was unanimously adopted, reading as follows:—

"That a committee of five members of the council, of which committee the president of the club shall be chairman, be appointed to consider and report to the council for their action, on the advisability of such additions or alterations to the by-laws of the club, as may more effectually cover and enhance the international features of our organization, such committee to be instructed that while the local self-government of foreign divisions of the C. T. C., should be secured to them such self-government, must not be in any way contrary to the interests and purposes of the club at large, a federation of all present or future foreign divisions in one grand international club, should be the object aimed at, unless in the judgment of the committee, the encouragement of the formation of separate and independent touring clubs in foreign countries, is the preferable method of furthering and promoting the purposes of the parent organization."

The gentlemen appointed to serve on that committee comprised some of the best legislative cyclists in England, and were well chosen, but our own chief consul returned home before the committee had a meeting, and unfortunately has not been in England since. His share, therefore in the federation scheme, which our C. T. C. readers found, — published prematurely, it seems to us, — in the *February Gazette*, must have been purely one of correspondence, and it is not surprising that such a method should not produce wholly satisfactory results. Not that the scheme is without merit, for its intention is obviously of the best, but we do not think in its present shape that it is likely to meet, from American members, with the universal acceptance which any scheme, to be successful, must command.

Our space will not allow us to indulge in detailed criticism, but the published scheme seems to us defective in at least three points.

First. It is entitled a "Foreign" draft scheme. In a truly international club, the word "foreign" should have no place. The nationality of its members, or their religion, have nothing at all to do with the club purposes, and no such invidious distinctions should be made.

Second. The scheme provides for a "branch association, in unison with the parent institution." This may seem all right for a country which keeps its colo-

nies in a relatively similar position, but for us with our States rights principles, and notions of equality and independence, it won't do at all. The American division of the C. T. C., if it is ever to amount to anything, must be endowed with equal rights, and equal representation, must be an integral part of the parent body, and not a "branch" in any sense of the word whatever.

Third. Although the scheme particularizes some not badly conceived details, it halts in its general principles just where it ought to continue. It provides how "any country" may become affiliated, but it does not mention Great Britain. Certainly there must be changes there as well as here, a supreme executive board must be created, and before it the British division should not claim rights, any more than they should be subjected to duties, in which the other divisions of the club do not equally share.

If it is wise now, the C. T. C., may find itself exemplifying the truth of republican principles in more important results than it yet dreams of. The influence of a club founded on those principles, and gradually extending itself over the world, cannot be estimated. What could more advance the dignity of cycling and its consequent popularity?

The cable brings us Sir Garnet Wolseley's belief that there will be an ultimate federation of all English-speaking peoples into one common nation. But however distant that desirable result may be, there is no reason why there should not be an immediate federation of all cycle riding peoples into one common C. T. C. The time is ripe for the undertaking, and collateral events could not well be more propitious. We know that the chief consul of the American division has long desired such a federation, and the "parent institution" should hesitate no longer, if it desires to hold and increase its American membership.

A STAINED glass window and memorial brass has been placed in St. Mary's Church, Ripley, to the memory of H. L. Cortis. The window selected is the rose (or wheel) window in the south aisle of the church, and this has been fitted with rich ornamental stained glass, under which the memorial brass has been fixed bearing the following inscription:— "*In memoriam* Herbert Liddell Cortis, born at Filey, Yorkshire, June 7, 1857, died at Carcoar, N. S. W., December 28, 1885. 'He brought down my strength in my journey, and shortened my days.'"

In and Around Newark.

A VERY attractive programme was provided at the entertainment of the Hudson County Wheelmen, in Oakland Rink, Jersey City, 17 February. Twenty-eight members of the club opened the exercises with a parade and a drill. A two-mile race on rollers, between Anthony, Longfield, and Anderson followed, the former winning. Grant McAnney gave a fine exhibition of trick and fancy riding on a Star; the Martell family, and Prof. E. O. Leopold, the latter an exceptionally fine rider, showed their skill and dexterity on cranks; and a slow race, the last on the bill, was won by D. W. Johnson. The floor was afterward cleared, and the "light fantastic" was tripped until a late hour to the inspiring strains of Prof. Eckert's music.

D. ROGERS, of the Cunard company, is praying for good weather and good roads, in order that he may do some scorching. Rogers is never content to take any one's dust.

WE have one man in this State who is not afraid of bad roads. This is "Shorty" Peck, our East Orange builder and contractor. He might have been seen almost any day this winter, provided the snow or mud did not reach his pedals, riding from house to house, mounted on a 52-inch Expert.

STENKEN, Wilhelm, and Powell, the flyers of the Hudson County Wheelmen, are anxious for an opportunity to begin outdoor training. They will put in their work on the Roseville track as soon as they can get at it.

THE Plainfield Bicycle Club had a jolly time at their fair held on "22d of Washington's birthday," in their clubhouse. Wheelmen from all parts of the State were present in large numbers, and the affair netted the club the neat little sum of \$500.

WON'T Rome 'owl (not meant for Frank) when the \$30,000 clubhouse of the New Jersey Wheelmen is completed. When the club takes possession of the aforesaid, they may justly lay claim to having the finest and most expensive cycling clubhouse in the country.

A FEW stray 'uns may be met occasionally, pedalling along Central Avenue or through the Oranges, but they take good care not to try any of the mountain roads just yet.

"BOYS, can any of you tell me why the head of the mad clergyman, of Englewood, N. J., is in the same *sad* condition as the 'City of Culchah'?" was the question asked by Fresh Hayseed the other evening in the clubroom. As no one appeared to "ketch on," F. H. edged toward the hole in the wall, and in a heart-broken tone said, "Because it's got a bullet in."

NEWARK, N. Y., 28 February.

RACHT.

St. Louis.

STOCKS of cycles are coming in. The new Victor is voted a daisy. Lots of rain and mud still, but asphalt run clean as a whistle.

Percy Stone will ride a 55-inch wheel weighing 32 pounds in the Clarksville road race. He has a competent trainer, but says he will lay low a while yet. He states that the Victor team will come West in a body, a month before the event.

THE Missouri club elects new officers next week. A. C. Stewart will be president, they say, and an effort will be made to retain Edw. Sills as secretary.

JACK ROGERS has our sympathy in the loss of his father, who died a few days since, at Pasadena, Cal. Jack will return to St. Louis, though Exeter N. H. was his first home and birthplace. He is sole heir to quite a fortune.

THERE is some talk of arranging a reception to Thos. Stevens, on the floor of the Merchants Exchange, at the Meet. It would be a boomer for Wheeling.

BREVITY.

Reading, Pa., Notes.

ON account of wind, snow, and mud, wheelmen are having very few rides during this winter, although now and then a few hardy ones, lured out by a streak of sunshine, venture to drag out their mounts and dispute the right of way with some of the Dutchmen living in this county.

Last Sunday afternoon, the "Muscular Man" and "Owlet" rode down the Philadelphia pike about two miles in a snow squall, for exercise. Damp, but pleasant. Both our cycling clubs here have secured new quarters, and are preparing for a good season's work.

The Ariel Wheel Club have taken a very important step toward bringing cycling into favor. They have leased a large room in the Board of Trade building, which they will use as a general loafing place, and also for light gymnastics, etc., having the use of the director's room for all club meetings, etc. Twelve of the members were admitted into the Board, at their last meeting. We hope to have some of the older business men riding before long, by being thus closely associated with them. The rooms are located at 532 Penn. Square, in the most desirable part of the city. Restaurants below, on the ground floor. Always glad to see strangers.

The Reading Bicycle Club have rented quarters further down the square, which they propose to furnish nicely, having everything as convenient as possible.

In the *Wheel* of the 18th, there is an article, entitled "Stop It," from the pen of "Mental." I think he has the right idea, and that a great many wheelmen will agree with him that the use of profanity,

etc. should be abolished, especially when on the wheel or in club uniform.

Whether we are a particularly bad lot in this vicinity, or not I can't say, but there is certainly a great deal of unnecessary "cussing" when some obstinate fellow of the "Porcus Americanus" tribe blocks the way. We read that cycling has an elevating effect on the morals, but after four years' riding I am inclined to doubt it.

My compliments to the "Owl," and allow me to say that, notwithstanding the crushing effects of his remarks on my *nom de plume*, and "Cycle's" attempt to shake me to pieces, by giving me a ride on the stern sheets of his bob sled, I am still alive, and able to sign myself as before, OWLET.

THE New Rapids are this year fitted with perfectly adjustable ball-heads, T handles, and hammock saddles.

ARTHUR PORTER, the promising young rider of Newton, has entered the employ of the importers of the Rudge, Messrs. Stoddard, Lovering & Co., Boston, Mass.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Mr. Barkman's Record.

Editor Bicycling World:—I desire to say a word in reply to the letter published in your paper of 4 February, which seems to question the correctness of the report of the road riding record of Mr. A. B. Barkman (8086 miles during the season of 1886). At the beginning of the year 1886, the Brooklyn Bicycle Club, of which Mr. Barkman is president, issued a circular announcement to its members, in which it was stated that, for the purpose of giving a needed impetus to road riding and touring, and to make the "Brooklyns pre-eminent a riding club," prize medals were offered for—

- 1st. The best record made during the calendar year,
- 2d. The second best record made during the calendar year.
- 3d. For the best twenty-four hour road record.
- 4th. For each century run.
- 5th. For each one thousand miles ridden, with an extra bar to attach for each additional thousand miles.

In the language of the circular itself each competitor was required to "carry a reliable cyclometer, and at the end of each month send to the captain a record of each day's riding during the month."

This announcement induced a spirit of friendly rivalry among the stronger riders of the club, and the beginning of the year marked a great improvement in both the individual and aggregate records of the members, which continued to the end of the riding season. All members engaged

in this competition carried reliable cyclometers, most of them were repeatedly tested; and the fact that touring parties were continually made up by these riders, made it next to impossible for an inaccurate cyclometer to escape notice. For these reasons and because the various competitors kept a zealous watchfulness over the separate records from day to day, it will be readily seen that the Brooklyn Club not only carried its riding to vigorous lengths, but that the records of its various members are exceptionally reliable.

In the case of Mr. Barkman, it may be fair to say that his enthusiasm as a wheelman led him to give more of his time to the building of a record, than was taken by other members; but it is no less true that much of the riding which goes to make up this wonderful record, was done by Mr. Barkman in the interest of the New York Road Book, now in press; compiled under the direction of Mr. Barkman, and containing information which in no small measure is due to the indefatigable manner in which he has carried out the duties of his position. The season's record was made by Mr. Barkman on his 52-inch "Victor" and the distance was measured by an "Excelsior" cyclometer, the reading being checked and recorded each day.

In this connection it may of interest to include in my letter a statement of the record for the year, of each of the forty-six members of the Brooklyn Club, whose riding was measured and recorded. The grand total of 56,176 miles will compare favorably with that of most clubs in this country; and as each of the members whose names compose this list, is in one way or another engaged in business which requires his daily attention and employment, these figures are alone sufficient to prove the value of the bicycle as a practical everyday vehicle for the uses of pleasure and travel. The following is the list referred to; in many cases the record is given to the "nearest ten" miles, rejecting the odd miles and fractions of miles above the "ten," at which the record is placed; thus an actual record of 253 3-4 miles, is given as 250, etc. the round numbers being near enough for the uses of the test.

[We trust the writer will pardon if we cut the names of those who rode under 2000 miles, but our space is limited.—ED.]

Barkman.....	8,086
Hawkins.....	4,751
Skinner.....	4,000
Brush.....	3,000
Williams.....	3,000
Slocum.....	2,556
Haviland, A. S.....	2,500
Nañs.....	2,000
Winchell.....	2,000

Respectfully yours,
ISAAC B. POTTER.

On Safeties.

Editor Bicycling World:—On the subjects of safety machines (so-called), I have to say that I have tried two or three different kinds, and after an experience

of two years, I most unhesitatingly pronounce my preference for the Star. I began on a Facile, and liked it moderately well; but the man who gets a machine of that make, under the impression that he cannot take a header, labors under an hallucination. I have wiped the ground with my forehead and nose in several Facile headers, and I am a cautious rider. It is a fairly good hill-climber, but poor coaster. You Boston riders would doubtless think our roads execrable, but we manage to have a good deal of fun; that is, those of us who ride Stars, and the majority of wheelmen here are Star riders. There is a certain feeling of security when you are aboard of a Star, that I have never experienced on any other make of wheel. I do not believe that there is possible to be a better hill-climber and coaster than the improved "Jersey Coffee Mill." One thing that speaks mightily well for it, is that you often see reformed crank riders, but it is seldom that a man, after riding the Star, ever discards it and adopts the crank or any other make. L D. A.

BIRMINGHAM, ALA. 21 Feb., 1887.

Here is a Pretty State of Things.

THE L. A. W. has voted not to recognize any other cycling body, and to reinstate these men who lost their amateur status racing under A. C. U. rules. Now, we will suppose the case that at the A. C. U. meeting to be held this month that they do vote to abolish the amateur definition, and to recommend that all clubs holding meetings the coming season offer cash prizes, what a gay time our amateurs can have? They can race at A. C. U. meetings and take money, and not lose their status. Englishmen can visit our shores and get a clean bill from the L. A. W., and so on.

H. E. DUCKER.

Which is the Best?

Editor of Bicycling World:—If it will not crowd your valuable space too much, I should like to ask, through the columns of the WORLD, the experience of some of the best touring wheelmen regarding cyclometers. I think the matter would be of general interest, and it might put some of our would-be buyers on the track of a reliable instrument, at a reasonable price. I should also like particulars of the best route from Boston to Pawtucket.

Very respectfully,

DIRIGO.

THE New Rapid Bicycles, with their original but much imitated "true tangent wheels," were the centre of attraction at the recent Stanley show. The stand where they were exhibited was constantly surrounded by a throng of interested cyclists.

The Victor Safety will be a machine "worth looking at," with its new and novel features.

CURRENTE CALAMO

VOTE or not vote,

SPRINGFIELD Club or no Springfield Club,

H. E. DUCKER says that there will be a tournament next fall. Mr. Ducker does not feel happy that action by the club on this question was taken while he was away.

It was rather a kick in the rear, and a bit uncalled for, we think. Henry smiles, though.

WELL, we have welcomed Stevens. We find him a modest, unassuming man, the very stuff that heroes are made of.

It took Thomas three years to bicycle the world, and we say well done; *but*, while we are modest, we don't believe in hiding *our* light under a bushel, and would remark,

THAT we don't think anything about BICYCLING WORLDS once a week, fifty-two times a year. See? Don't shoot.

As to our exploring achievements have not the wild wastes of Brookline been successfully traversed by our tried wheel?

HAVE not the aborigines of the Newtons viewed our spectral flight, awe-struck, and then heaved bricks at us?

HAVE not the rough and rugged roads and fastnesses of the Reservoir been overcome by our indomitable pluck and "Anglo-Saxon grit?"

HAVE we not braved death itself, by riding in a Cambridge horse-car after dark, and lived to tell the tale?

WELL, well, Thomas we will stop. We have no wish to overshadow your performances by detailing ours. You did very well indeed,—really very well.

COL. POPE gave Mr. Stevens a magnificent gold watch and chain, Friday afternoon. Mr. Stevens gracefully acknowledged the gift at the Massachusetts Club dinner.

EVIDENTLY the Philadelphia obstructionists do not intend that the *Bulletin* be moved without a struggle. Poor Bassett is having a rocky time.

THE Albany Bicycle Club has split up, the Convivials going off on their own hook, and hiring a fine house.

WHERE practicable, the German military authorities are utilizing the tricycle for despatch duty, and carriers for light parcels and supplies. It is a popular means of locomotion with the men themselves. The French are also using the wheel for similar purposes.

WISCONSIN wheelmen formed a Wisconsin Division L. A. W., at Milwaukee, yesterday, with George W. Peck, Jr. (of Peck's *Sun*), as secretary-treasurer; same constitution as Ohio division adopted, and road book ordered prepared.

THE usual monthly meeting of the Massachusetts Division, will be held to-morrow night, at Youngs. The apportionment of the State into election districts will be the chief question to decide.

A VERDICT for \$82 and costs was last week given in favor of Arthur J. Hance, against the town of Guildford, Ct. He fell off a bridge the sides of which were improperly guarded, and over which he was riding his bicycle.

UP to last advices it was found that Massachusetts had fallen off in League membership about one half from what it was last year. This is deplorable.

THE last issue of the *Bulletin* is the final number to be printed in Philadelphia. The next week's issue will probably be omitted, and the next number to appear will be printed in Boston, 11 March, by A. Mudge & Son.

THOMAS STEVENS has been elected an honorary member of the Massachusetts Club. The reception given the gentleman by this club last Saturday, was well attended, notwithstanding the horrid weather.

OUR suggestion made in last week's issue, to the effect that the League dues might be raised to members taking the *Bulletin*, has called forth so decided an expression against such a move, that we doubt if such a scheme could be made a popular one with the members.

THE Boston Athletic Association seems now to have at last reached a state of organized being. But, if we hear aright that they propose to build the club house out at Cottage Farm bridge we believe they will make a *fatal* mistake. To make this club a success, the very first consideration must be to secure a more central location.

HOLYOKE, Mass., has a new club that proposes to step into the shoes of the Springfield Club and give a big tournament, if the latter-named organization decides not to give a meeting. So between Ducker and the Holyokeans, we may look for a tournament.

A CERTAIN "colored gentleman" is making himself obnoxious to the members of the Missouri Club of St. Louis by his persistent efforts to get elected to membership in that select circle. They will have none of him, strange as it may seem.

CHICAGO is all on end preparing for the handicap road race to be given next Decoration Day in that city over the Pullman road. The "toughs" are working the home trainers and the gymnastics, getting up muscle and wind.

THE St. Louis *Spectator* make a laughable mistake in confounding the identity of Captain Williams, of the Massachusetts Club, with that of John T. Williams, the colored tricycle rider, in the following way: — "They have no color line in Boston cycling circles. I see that John T.

Williams, the colored tricycle champion, has been elected tricycle captain of the Massachusetts Club."

THE *American Athlete* is a new candidate for public favor. Its home will be in Philadelphia, and its managing editor is John A. Wells. It will be published every other Saturday. Philadelphia will not be without a cycling paper.

WE took a row on the Kempton rowing tricycle last Monday. The action is almost precisely that of propelling a shell, sliding seat, and all, but you face the way you are going.

THE motion to dissolve the attachment on the *Bulletin*, placed by John A. Wells, was denied last Saturday. This will delay the removal of the League's effects a week longer than was hoped.

IT is rumored that the next move on the "enemy's works" by the Executive of the L. A. W. will be to remove Mr. Wells from the chief consulate of Penna.

WON'T Bassett be happy when the dust of the city of brotherly love is shaken from his feet and he stands once more safe in the land of the fish-ball and the home of the bean?

FOR pure unadulterated "rot" commend us to the following from the pen of one who signs himself "Chris" in the *Gazette*. Speaking of Bassett's visit to Philadelphia: "Of course his mission here was to take away from Philadelphia what really Philadelphia pluck, energy, courage, and foresight, had given to the League; viz., the best and most thoroughly official organ that it ever possessed. . . . We will see how the L. A. W. *Bulletin* fares under the auspices and in the territory that fathered and sheltered the bickerings and scandals that were of old the bane of the former L. A. W. official organs." Yes, "Chris," Philadelphia pluck, etc., put the L. A. W. in a hole, the depth of which is just that of 6,000 one dollar bills. Bosh, "Chris!"

IT is likely that both Doane and Corey will do considerable tandem riding the coming year, as the latter brought from England with him a beautiful Rudge Crescent Tandem, which weighs 80 lbs. actual weight. It is fitted with 36-inch driving wheels and is built mainly for speed.

The A. C. U.

As we go to press, and too late to print in full, we are in receipt of proofs of five circulars to be issued by the A. C. U., appealing to cyclists generally to uphold this organization as a purely race-promoting and governing body. One of the documents is in the shape of a blank form of expression of opinion, to be filled out and returned to the secretary, as to whether the recipient is in favor of three classes as it now stands, or in classifying men according to speed and abolishing the amateur definition; and also as to whether prizes should all be in money or not.

WHEEL CLUB DOINGS

THE Tioga Cycling Club, if it does not grow as quickly as some of its sister cycling associations, is, for all that, a live little club, and its thirty members will no doubt take their share in the activity of the coming season. The club's mileage champion, Mr. Clark, covered during 1886 2050 miles. Not a bad showing.

THE Ilderans, of Brooklyn, are sore pressed for more commodious quarters, and it is hoped the action taken by this club last Thursday will result in giving this to them.

THE Brown University Bicycle Club recently elected these officers: President, Field, '87; vice, Wooley, '88; secretary, J. P. Williams, '89; treasurer, Mason, '89; captain, Crocker, '87; lieutenant, F. H. Brownell, '88; bugler, C. D. Cook, '88; executive committee, H. Keach, '87, W. W. Brownell, '88, Warren, '89.

THE Toronto, Ont., Bicycle Club last week elected these officers, the election of a president being postponed: Vice-president, R. T. Blatchford; secretary, A. S. Bowers; treasurer, W. H. West; statistical secretary, W. Robins; captain, W. H. Cox; first lieutenant, F. J. Brimer; second, C. F. Lavender; third, W. H. Thomas; bugler, F. Burden.

THE Lowell Club is to give an exhibition at the rink at an early date. The newly-elected officers are as follows: President, L. F. Sherman; captain, A. D. Prince; first lieutenant, C. E. Curtis; second lieutenant, S. T. Whittier; buglers, F. A. Baker, H. A. Keep; color bearer, W. E. Hall; treasurer, H. W. Salmon; secretary, L. R. Welch.

THE first annual ball of the Brookline Cycle Club was given in the upper Town Hall on Tuesday, 1 March, and proved to be a grand success. Baldwin's Cadet Band of ten pieces furnished the music, and the floor was under the charge of Mr. Warren M. Hill and Capt. A. D. Peck, of the Massachusetts Bicycle Club, assisted by a number of efficient aids. Dancing began at 8.30, and was continued until midnight, supper then being served in the lower hall, Col. Tufts acting as caterer. The object of the party was to assist in furnishing the club-rooms, and the members have reason to be highly flattered on their success.

THE Orange Wanderers held their annual meeting on 16 February, electing the following officers: — President, Dr. R. M. Sanger; vice-president, C. W. Baldwin; secretary-treasurer, A. E. Cowdrey; captain, L. H. Porter; lieutenant, C. Hening. Executive committee: Messrs. Sanger, Baldwin, Cowdrey, Porter, Mrs. Porter, and Miss Johnson. Three vacancies were left open to be filled at the March meeting. During the winter a home trainer has been in use in the club rooms, and the following club records have been established on it by the captain

THE RUDGE BICYCLETTE.

(Patented 1879.)



PRICE (ENAMELLED AND NICKELLED), \$135.

The Fastest and Easiest Safety Running Machine on the Market. Finished in Harrington Enamel. Bright Parts Nickelled. Extra Ball Pedals, \$5.00.

We wish to say a few words concerning this already celebrated machine before describing its specifications.

We believe it to be conceded, both in England and America, that Rudge & Co. have been the most successful in introducing to the cyclist novelties which have resulted in marked improvements; and while it has required some little time for the public to appreciate this fact, the results plainly show that their efforts have been successful.

The **RUDGE BICYCLETTE** was patented by **RUDGE & CO.** in 1879, but their time was so taken up in the manufacture of other machines that they could not give it the attention which it required; but the recent enlargement of their works and machinery has enabled them to perfect it, and it is now introduced with the greatest confidence as a **SAFETY** bicycle, which will, we are confident, be pronounced as one of the most comfortable, safest, and tempting to ride amongst steel steeds. To bicyclists who love bicycling and enjoy something easy in every respect, but feel some slight objection to the risks accompanying high machines, we can with confidence recommend this one with the belief that the result will be very satisfactory.

SPECIFICATIONS.

The **WHEELS** are thirty inches in size.

The **TIRES** are seven-eighths inch, and made of the very finest red Para rubber.

The **SPOKES** are of the direct pattern, forty being fitted to each wheel.

The **HUBS** are of solid steel, three inches in width from flange to flange, and five inches between the forks.

The **BEARINGS** are Rudge's unequalled ball bearings to both wheels.

The **FRONT AND REAR FORKS** are of the Rudge Light Roadster pattern, very full in shape, and hollow in both wheels, giving to them great strength and rigidity.

The **BACKBONE** is cold-drawn, weldless, steel tubing, one three-quarter inches in diameter. Special attention has been paid to this, as the whole weight comes principally upon this part of the framework.

The **HANDLE BAR** is hollow and of the same gauge as in the Rudge Light Roadster, and is curved in such a manner that the rider is in exactly the same position on the Bicycleette as he is on the ordinary bicycle.

The **CRANKS** vary from four three-quarters to full six inches.

The **SEAT ROD** is hollow, adjustable, and suitable for a rider, varying from 48 in. to 58 in.

The **SPRING**.—Special attention has been paid to this point in order to make the machine as comfortable as possible, and we have succeeded in placing a spring on this machine which, we think, will obviate all jar or vibration. The spring can be had in different weights to suit the individual rider.

The **STEERING**.—The great fault of most safety machines of this type lies in the fact that it requires great care in steering. We have given special attention to this point, and have attached the neck to the steering head with a hinge joint, which is perfectly adjustable, as in the ordinary head; and after a little practice the rider can ride the Rudge Bicycleette without using his hands, which, we believe, is about the only machine on which this can be accomplished.

The **BRAKE** is of the spoon pattern, controlled by a powerful lever, which closely follows the handle bar and which will bring the machine to a standstill, when going at full speed, in its own length.

The peculiar construction of the Rudge Bicycleette gives it numerous advantages without in the least detracting from bicycle action in propulsion, guiding, and balance. It is safe in every respect, a header being impossible,—the seat of the rider being so low he feels as secure as when on his feet; in fact, his feet are only a few inches from the ground, so that if it were possible to fall, no injury would arise. The wheels are of equal size, the hind wheel being the driver by means of an endless chain, communicating from the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering, as in the ordinary bicycle. On this account, and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time, and with considerable less danger than upon the ordinary bicycle.

The seat and handles can be adjusted so that the machine can be altered in a few moments to suit the length of leg or arm of the rider. The weight is a little more than the ordinary bicycle, on account of its great number of parts.

As a runner on level ground its speed fully equals the ordinary bicycle, and as a hill climber it easily excels any type of bicycle, as this fact has been proved time and again.

As a machine for road use, combined with speed, we point to the performance of Mr. G. P. Mills, who recently accomplished 2941.2 miles in twenty-four hours, on this type of machine. This was his first attempt, but before the close of the year 1887, we predict that all road records will be held on this pattern safety.

Regarding the advantages of this machine, we clipped the following note from the **BICYCLING WORLD**, under date of Nov. 19, 1886:

"We have received so many questions concerning this type of **SAFETY** that we have decided to ask our prize hunters, to briefly express their opinion about this class of machines, and as nearly every contributor has sent us his opinion, we have gone carefully through each paper, and have selected what appeared to us after a protracted trial of this **SAFETY**, to be the best answers.

"ADVANTAGES.

- "1. Perfect immunity from headers.
- "2. Very great brake power.
- "3. Easy mounting and dismounting.
- "4. Great power up hill.
- "5. On account of its dwarf form it does not offer as great a resistance to the head winds as the ordinary bicycle.
- "6. Less vibration and bumping.
- "7. Ability to ride where ordinary or tricycle could not venture.
- "8. No skidding when driving up hill.
- "9. Maximum of speed with minimum of exertion.
- "10. Comfortable foot rests.
- "11. Less splashing from mud and wet.
- "12. Saddle and handles can be raised at will."

STODDARD, LOVERING & CO., 152 Congress St., BOSTON.

HOW IS THIS FOR A LINE OF WHEELS, GENTLEMEN?

We think it about fills the bill, and our prices, mind you, are reasonable.

- THE AMERICAN CHAMPION**, with many improvements, such as a superior crank fastening which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, \$100.00.
- THE AMERICAN LIGHT CHAMPION**, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, \$115.00.
- THE AMERICAN CHALLENGE**, much improved and fitted with cow-horn bars; as formerly, the best machine on the market for the money. Price, for 48-inch, \$70.00.
- THE AMERICAN SAFETY**, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, \$74.00.
- THE AMERICAN LIGHT SAFETY**, after the lines of the regular safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, \$115.00.
- THE AMERICAN IDEAL**, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from \$25.00 to \$60.00.
- THE AMERICAN IDEAL TRICYCLE**, two-track, the young ladies' companion to the bicycle of same name. A really beautiful little three-wheeler, in two sizes, 30 and 34-inch. Price, \$40.00 and \$45.00.
- THE AMERICAN CHALLENGE TRICYCLE**, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44-inch. Price, \$80.00 and \$95.00.
- THE AMERICAN IDEAL TANDEM**, a convertible two-track for boys and girls, in two sizes, 30 and 34-inch. Price, \$60.00 and \$75.00.
- THE AMERICAN CHALLENGE TANDEM**, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46-inch. Price, \$120.00 and \$135.00.
-

1887 CATALOGUE, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

CHICAGO, ILL.

and lieutenant : — One quarter mile, 22½; one mile, 1.44½; two miles, 4.1; five miles, 10.27½; ten miles, 21.35½; twenty-five miles, 56.51. Have any other clubs established any records for over one mile? 5678.

THE members of the Capital Bicycle Club, of Washington, gathered at their clubhouse, 22 February, in the evening, and celebrated Washington's birthday by giving a sacred procession in honor of the "klub kat," after Bridman's painting of the procession of the Sacred Bull. The "kat" was wheeled through the rooms securely strapped to a safety bicycle, with a gorgeous canopy overhead, and surrounded by graceful coryphees. The king, queen, high priest and attendants, burning incense, were all in line, and the costumes, while unique, were particularly correct. Two fat men of the club represented Ceres and Pomona, and brought up the end of the procession. They were well supplied with peanuts and apples for the assembled crowds. After the procession came refreshments, and the remainder of the evening was spent in parlor athletic games that created a great deal of fun.

The Citizens' Banquet to Thomas Stevens.

MR. STEVENS has safely passed through the dangers of a long and perilous trip around the world. The barbarians have spared him, or rather he has escaped the barbarians. The climates have tried his constitution to the utmost, and still he comes up smiling. And now that he has reached civilization once more, he has to encounter an enemy more dangerous, because unseen. Dyspepsia, indigestion, disordered liver, and general internal disarrangement are quietly laying for him under the rich and highly-seasoned viands he has been feeding on at the numerous banquets which have been tendered in his triumphal trip across the continent.

The Citizens' Club were baulked in their attempt to show Mr. Stevens informal attention on his arrival in New York, by the over-zealous action of Mr. Bigelow, but last week, Wednesday, they entertained the "globe girdler" at Morellos, in New York. Mr. Simeon Ford officiated most acceptably as toast-master, and Mr. Stevens gave the Citizens the story of his trip; in brief, of course. J. S. Burdette, the "Hawkeye" man, furnished fun in his usual inimitable way, and Col. Pope spoke in praise of Stevens as a traveller. Many speeches were made by those present, and fine vocal and instrumental music beguiled the intervals of talk. What the "Cits" do they do well, and the banquet given Tom Stevens was no exception to the rule.

There were over a hundred present, and included many well-known wheelmen. Among those present, were Col. A. A. Pope, of Boston; W. S. Bull, of Buffalo; Frederick Oppen and E. N. Blue, of Puck; N. M. Beckwith, President of the League of American Wheel

men, Poultney Bigelow, of *Outing*; William R. Pitman, the first bicycle rider in America; A. E. Paillard, Richard Nelson, George R. Bidwell, Knight L. Clapp, J. S. Wood, Capt. T. C. Smith and John C. Gulick, president of the club.

Banquet to Mr. Stevens, by the Massachusetts Bicycle Club.

Back again, old fellow? How d'y?
Been around the world, they say,
Well, you look it. Feel quite proud, eh?
Who can blame you, anyway.

You're a tough one! Not so shiny
As you were. Now, is it true
That they laid you out in China
With a heathen brick or two?

Stevens shan't have all the glory,
Though you are but pulseless steel;
Your part, too, shall live in story;
"This was Thomas Stevens' wheel."
— Charles Richards Dodge.

Eighty gentlemen assembled in the large dining room at Youngs Hotel, last Friday evening, to do honor to Mr. Thomas Stevens, the great cycling tourist.

The strongest impression left on every one who was fortunate enough to meet this gentleman, was that of wonder and admiration at his marvellous modesty. The cool, deliberate, matter-of-fact way in which he sketched his wonderful trip, was the remark of every one. The tone and manner of Mr. Stevens, led one to feel that he was under the impression that he was in no way entitled to more than ordinary praise for the performance of a very ordinary feat.

To show the indomitable pluck and perseverance of the man, we have only to point out that after having endured untold hardships and dangers, and having penetrated the forbidden and extremely dangerous territory of Afghanistan to within some four hundred miles of the Indian frontier, he was forcibly turned back, and had to travel a distance of some 4,000 miles to reach India. Mr. Stevens's brief tale was modestly told, and every man in the room showed intense interest in his narrative. The only time he seemed to abandon the cool matter-of-fact way of speaking, was when he alluded to the generosity and enterprise of Col. Pope and the *Outing* people, that had enabled him to successfully accomplish his ride.

President Charles Richards Dodge, read the following original poem of welcome :—

Welcome, thrice honored guest — for so thou art —
And, with the greeting of each kindly heart,
Accept that homage men shall ever pay
Unflinching courage born of true nobility.

And what thy deed that men shall honor thee?
If spanning continents from sea to sea,
Were all, for this 't were well to write thy name
Highest upon the scroll of cycling fame.

No simple feat was thine for praise or gain —
We see thee toiling o'er the burning plain.
Through rocky wilds, from far Sierra's fields of snow,
And onward to the placid Hudson's flow.

Past English hedgerows, through the sunny ways
Of Europe, down to where the Balkans raise
Their grim peaks darkly o'er a warring clan,
To reach, at length, the realms Mahometan.

We see thee pressing on through paths beset
With hidden perils — dangers to be met
By tact, cool judgment, and that daring which o'erleaps
Disaster while irresolution sleeps.

We see thy patient courage, ne'er dismayed,
Though heat and cold and hunger be arrayed
Against thee; and though raging torrents roll
And mountains stand betwixt thee and thy goal.

And in thy strength of will, thy fearlessness
And perseverance, crowning with success,
We recognize a splendid type of man —
A hero formed upon the Stanley plan.

For this we honor thee, we grasp thy hand
And bid thee welcome back to freedom's land.
Thrice welcome, Stevens, to our banquet hall
We greet thee! Noblest wheelman of them all.

Eloquent speeches were made by Hon. H. J. Boardman, Col. Higginson, Col. Pope, Prof. A. D. Williams, H. W. Williams, Henry D. Hyde, Capt. Peck, Simeon Ford, and W. C. Lewis, and the following poem was written and read by Mr. Colbath :—

The 'Friscos, as we bade them, upened wide the Golden Gate,
Gave you grand and kingly greeting, as though you came in state.

The King of Tempests stilled the waves that stemmed the vessel's prow,
And bade them bend their crested heads and aid us keep our vow
To give a royal welcome to the wheelman's cycling knight,
That has belted the round earth through its darkness and its light.

You rode out from shores Pacific, on to where Atlantic rolls,
Then across to Merrie England, that all cycling hearts enfold,
Through Europa's southern countries to the Key to all the East,
Out across Arabian deserts, with barbarians to feast,
Riding steed of steel in Persia, to far India's coral strand,
Passing China's mobs and robbers, to the shores of long Japan.

And we bid you welcome, comrade, as you come among us here,
Welcome! welcome! cycling knight, with a hearty cheer on cheer!
Welcome you and your Columbia, that to you has proved so true,
Gallant steed and gallant rider, greatest that the world e'er knew.
Ye have braved earth's darkest dangers, climbed her mountain, crossed her plain,
And throughout her wheeling kingdom cyclers your exploits proclaim.

Clubs have toasted you at banquet, out from Oakland to New York,
At the Hub we bid you feast upon our far-famed "beans and pork."
Eagerly we've looked and waited for the coming of this day,
We, the club called Massachusetts, in the old State on the bay.
From our Pope unto our Steward, "He's all right!" you hear them shout,
And the latch-string, Thomas Stevens, for you ever will hang out.

The glorious old fabric of steel and rubber, "the Columbia," that had so faithfully carried him on his journey, occupied a prominent position on the table, and we must say that we were surprised to see it in such good shape, signs of wear, and evidences of abuse at the hands of the Chinese, were visible, but a very little repairing and fixing up would make the veteran good for many a mile more. We deem it a privilege to have been allowed to meet Mr. Stevens, and hear from his own lips a brief sketch of his marvellous ride.

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All Sorts and Clippings.

MR. LADISH, of the *American Wheelman*, has been in Boston for a few days. We are sorry he did not lighten the dimness of our sanctum with his genial presence.

MR. A. FRIEDMAN of Memphis, Tenn., is now in Boston. He reports cycling on the boom in his section. He also says that things are "rocky" in Memphis over the office of chief consul.

ALREADY, from near and remote regions, do we hear of the enthusiastic wheelman who is forcing the season and plowing through snow and sticky mud under the impression that he is having a good time.

ARMAINDO cannot keep off the track. She states after every race that she is through, but the next thing we know she is hard at training. Her next race will be a six days' one against Eck and Schock.

MR. DUCKER is nothing if not mysterious. Dark hints reach us that he is on the "still hunt," and that if people think the A. C. U. dead they will waken up some fine day to discover that organization a tree of sturdy growth with its full complement of leaves and the bark all on.

THE New No. 15 Quadrant Tandem is non-convertible. The makers claim that by not making it convertible they secure perfect balance and great strength and lightness. It may be ridden by two ladies, either or both steering and operating the brake.

KAUFMAN is racing Gladstone hard for first place in popularity with the citizens of Perth. The trick rider's reception in the Scotch town was the biggest since the ex-premier's visit in '85.

The *Cyclist* does not know what a "sucker" is. Dear, dear, it is astonishing how ignorant those islanders are of all speech outside their own dear and refined slang. It means "softy," bally, boulder, cuckoo, perisher, muff, dear *Cyclist*. Do you tumble?

FRED WOOD recently took the record for a flying quarter on a grass track in Australia in 33 2-5 sec.

THE Townsend saddle seems to be filling a want long felt among the riders. A perfect suspension saddle, well ventilated, perfectly adjustable to any weight of rider, and that will not get out of shape, or allow the rider to touch the backbone. It will be a specialty of the Rudge for 1887.

THE Anfield Club of Liverpool head a serious revolt against the N. C. U. methods. This influential club, together with a dozen other Liverpool clubs, have seceded from the Union, "as they consider the present policy of the Executive can only lead to hopeless bankruptcy."

PHOENIX, in the *Record*, reports Kennedy-Child as a married man and "the proud father of a pretty little tricyclist." How about that, K. C.?

A PROMINENT L. A. W. official telegraphed Messrs. Stoddard, Lovering & Co. that his Rudge Crescent Tricycle was received, and both he and his wife were more than satisfied.

PARIS boasts of a parrot that rides a bicycle. The bird may be seen nightly at the Folies Bergères. The other night the bird shrieked out, "Oh, I know I shall"—"Shall what, Polly?" said the owner. "Fall off and break my bally neck," said the bird, in agonizing tones—and then the curtain fell. This is a fact from *Wheeling*.

How is this for "*Liberté, Egalité, and Fraternité*?" You cannot start a club in Republican (?) France without the authority of the Prefect of Police, and you cannot change your by-laws or club headquarters without authority from the same high source. Oh, Freedom!

A WESTERN cyclist writes as follows:—"After three years of terrible hard wear, I find the bearings of my Rudge Light Roadster as perfect and as good as the day I first mounted the machine."

It was suggested in our office the other day that Kennedy-Child had gone to Los Angeles armed with a pair of forceps, and with them would attempt to extract from Mr. A. L. A. the reasons of his being so profuse and careless-like in the use of his tongue and pen.

IN the course of his "talk" at the Massachusetts Club dinner Tom Stevens said:—"In England the horses pay no attention to a bicycle. But in France the horses became again restive before the machine. There is in France, however, no specimen of what is known as the great American 'road hog.' The French driver, instead of shouting, 'Get out of the road with that thing,' takes off his hat and apologizes for the stupidity of his horse. General Boulanger is justly proud of his artillery, but I found that one American wheelman could throw an entire French battery into confusion. I had the honor of accomplishing this feat."

THE Rudge bicyclette seems to be taking well with the riders. Messrs. Stoddard, Lovering & Co. inform us that the first lot has been entirely exhausted, and large orders have been placed for duplicates.

THE evening of 14 February added another set of records to the credit of the "American Champion," when Ed. N. Bullock, of Omaha, defeated Tom Eck in a hundred mile race at the Omaha, Neb., Exposition building. Eck was ridden off his legs at the seventy-fourth mile. The

records were smashed from the sixty-fifth mile (3.52.18) up, and the hundredth was made in 5.59.59, better than Ives's track record, and some six minutes better than Morgan's record for the distance. Bullock is a new man at the business, and greatly astonished his friends by his remarkable increase in speed. The Omaha *Bee* in commenting on the race remarked: "Much of Bullock's marked increase in speed is due to his use of his new 'Champion,' which he used in a race for the first time last night."

J. F. IVES writes Percy Stone, and says he is going into the professional ranks this season, and he feels he was a "darned fool" not to have gone in last year.

THE Springfield Club gave a minstrel show last week, or rather two, for the benefit of the Women's Christian Association. The first night the men seemed to lack snap, but the second they made up for it, and gave one of the best shows this club ever gave.

WE are pleased to call attention to the two-page advertisement of W. Read & Sons to be found on pages No —.

THE Hartford Wheel Club nominate Mr. Louis A. Tracy to succeed Mr. Huntington as chief consul of Connecticut.

THE business that has been run heretofore under the name of McCoy & Williams, of Orange, N. J., will hereafter be carried on by Mr. W. D. McCoy, while the manufacturing branch will be represented by the McCoy Collins Company, with location at Orange, N. J.

MR. GEO. H. HILL, lately in the employ of Mr. Lane, of Montreal, has accepted a position with W. B. Everett & Co., as travelling salesman. He will take to the road, shortly, and push the Singer machines with energy. We congratulate Everett & Co. on securing Mr. Hill's services, and we also congratulate Mr. Hill, that his lines have fallen in such pleasant places.

THE third annual meeting of the Dorchester Bicycle Club, held last evening at the clubhouse, Lower Mills, was a decidedly lively one. The president, Mr. Haynes, occupied the chair, and it was voted that the club supper take place at the Quincy House, Boston, Thursday evening, 10 March. The treasurer's report showed the club to be "solid" financially, and the secretary's report showed the club to be increasing in membership. The election of officers resulted as follows: President, George L. Haynes; vice-president, Clifford Gallagher; secretary and treasurer, Willard H. Forbes; captain, A. V. Wallburg; 1st lieutenant, Bert Gould; 2d lieutenant, Arthur Benson; color-bearer, Walter A. Clapp; bugler, C. I. Drake.

THE Somerville Cycle Club gave a dramatic entertainment in Odd Fellows' Hall, Broadway, Winter Hill, Tuesday evening. The attendance was good.

EVERY L. A. W. MEMBER SHOULD READ

THAT PRIVATE LETTER

IN THE FIRST NUMBER OF

THE AMERICAN ATHLETE,

The Latest and Best Cycling Journal.

WILL APPEAR, MARCH 5, 1887.

FOR SALE BY ALL NEWSDEALERS.

THE TRADE

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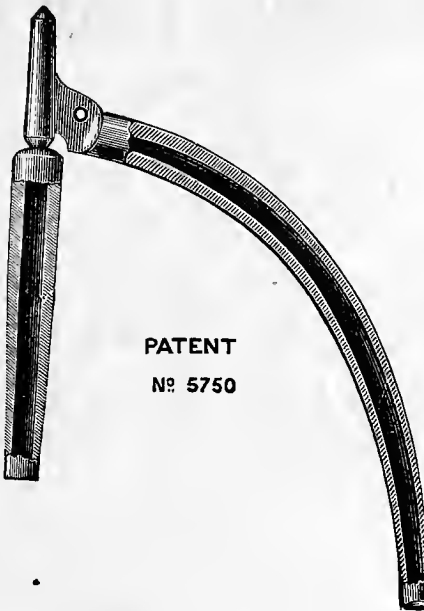
New Mail.

MANUFACTURED BY WM. READ & SON, BOSTON, MASS.

"EXPERIENCE has been our guideboard, and common sense our familiar; these, together with time and money, have produced a machine in the New Mail, which I think will make a strong bid for, popular favor and patronage for the coming season," so said Mr. John Read, as he introduced to our visual notice for examination the first machine of this name exposed to public view.

We take pleasure in presenting to our readers the special points of this new American wheel.

The backbone is oval in shape, and is new this year, "Warwick's perfection" backbone. The weak spot, if any, in a backbone, is known to be at the point directly under the saddle and close up to the head. It will be seen by glancing at the cut herewith, how it is



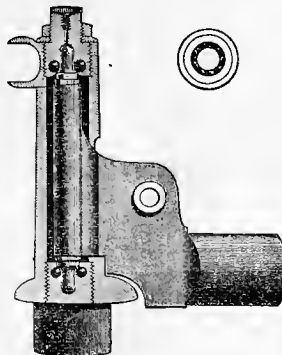
PATENT
No 5750

proposed to remedy this evil, by thickening the steel of backbone up and along the point where the greatest strain will come. The steel becomes gradually thinner as it approaches the back fork. The same principle (it will be noticed) is applied to the forks, thus producing an extremely rigid frame.



"Warwick's rim" will also be used, and the cut herewith will show how the seam is inside and under the rubber tire. This produces a strong, neat, smooth surface outside. It will also be seen that the rim is thickened at the bottom where thickness will be of value in holding the spokes.

The wheel has seventy-two tangent spokes which are tied at intersection and wound seven times, a special point claimed for the New Mail. An extra washer inside rim, prevents spokes from loosening and tearing out.



Of course, the New Mail will be fitted with "Trigwell's ball head." The great merits of this head are claimed to consist in smooth and perfect steering, lack of wear, and the great rigidity it gives the wheel. From 1,300 to 1,200 miles can be ridden without adjustment being required with this head.

We looked over the wheel carefully, and saw evidences on every part, of care in manufacture and finish. One of the details, the brake, was of an extremely neat and strong pattern.

The handle bars are of very neat form, and of the usual bent shape, of course. They are quickly detachable, the handles can be ordered as spade or oval according to riders' fancy. The New Mail will no doubt receive its full quota of patronage at the hands of the cycling public. The lines of this machine are very pleasing, and the finish of enamel and nickel of the highest grade. Below, we give

SPECIFICATION.

BACKBONE. — Warwick's Perfection pattern, new this year.

FORKS. — Warwick's Perfection, having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.

BEARINGS. — Bown's Aëolus ball bearings, — the best.

CRANKS. — Detachable, with 5½ to 6-inch throw.

PEDALS. — Ball, with square corrugated rubbers, conforming to the foot.

SPOKES. — Seventy-two true tangent, tied at intersection and wound seven times, as well as brazed. A washer inside the rim prevents the spoke loosening.

RIM. — Warwick's best, with thickened bottom and joint inside. The whole outside of rim is smooth, no seam.

TIRE. — Finest rubber cemented.

HEAD. — Trigwell's ball head, as used by us last year, and which proved so great a success. We consider it the greatest modern improvement on bicycles.

HANDLE-BARS. — Detachable, very easily put in place or detached by means of two simple nuts each side of head. We offer it as the simplest and handiest detachable handle-bar in the market.

SADDLE. — Kirkpatrick, new style.

TOOL BAG. — Handy.

STEP. — Harwood's adjustable.

RAKE. — From 1½ to 2½ inches. We have a good rake in our wheel, as it makes them safer and less liable to headers.

HANDLES. — Spade handles, adjustable, and detachable.

FINISH. — Finest jet black enamel, with bright parts, as head, bars, hubs, cranks, step, etc., nickelled. Also, spokes are nickelled from the hub to their intersection, giving a very handsome appearance.

PRICES. — With finish as above, \$132.50 for a 48-inch, \$2.50 extra for every two inches larger.

We convey our thanks to Messrs. S. T. Clark & Co., for their spring catalogue, of which we are in receipt. It is decidedly the most artistic production of the kind that we have yet seen, from the beautifully designed cover to the sixtieth page of reading matter.

It fully describes and illustrates with fine cuts, the various New Rapid bicycles and Quadrant tricycles, and distinctly sets forth the claims to excellence of these famous machines.

The reputation of their three tangent wheels and quadrant steering, is world wide, and they carefully point out the difference between the originals, and the many imitations which have sprung up. This catalogue should be in the hands of every wheelman.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE. — Cheap, 52-inch American Rudge, nickelled, \$90; 52-inch Special Harvard, nickelled, \$65; 52-inch Victor, enamelled, \$80; 58-inch Rudge, enamelled. Correspondence solicited. CROWTHER & POTTER, Reading, Pa.

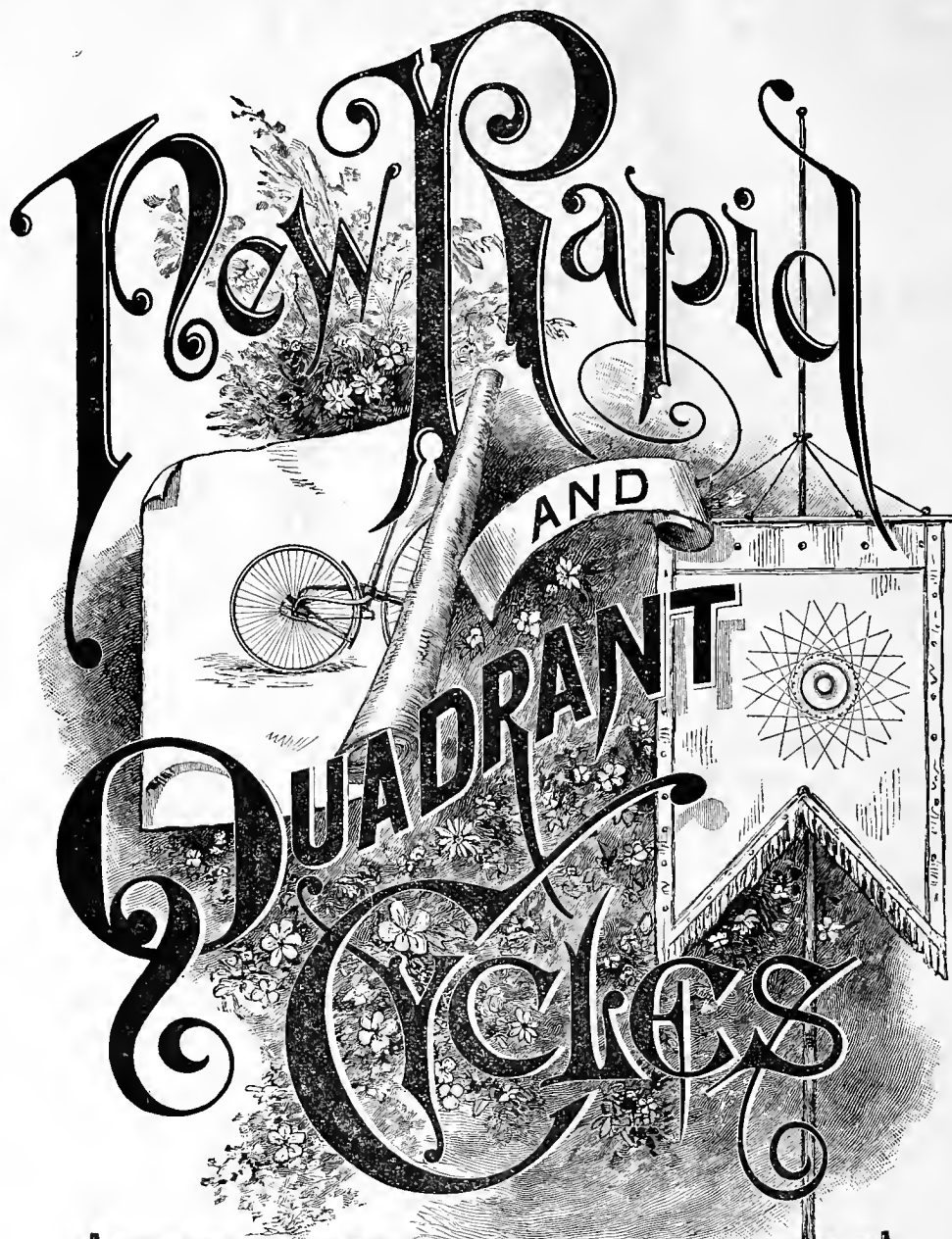
PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-inch, or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

FOR SALE. — One 54-inch American Rudge, latest pattern, tools and all complete. Positive reason for selling, too small for owner. Never had even a spoke broken. Enamel slightly scratched; nickel, tires, etc., in perfect condition. Crated and delivered to transporters, for \$75 cash, or \$80 sent C. O. D. Correspondence solicited. Reference given. WM. TAYLOR, Wellsville, N. Y.

BARGAINS. — One Beeston Humber hollow rim B Crippler, new last July, in A1 condition, \$135; weight, 64 pounds. One Beeston Humber racing tricycle, good condition, \$100. One genuine Rover Safety, latest pattern, new last August, \$100. One 52-inch Royal Mail, good condition, \$100. W. L. GARDNER, 40 N. 4th street, Troy, N. Y.

Before Purchasing Your New Mount!

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FOR
OUR
NEW



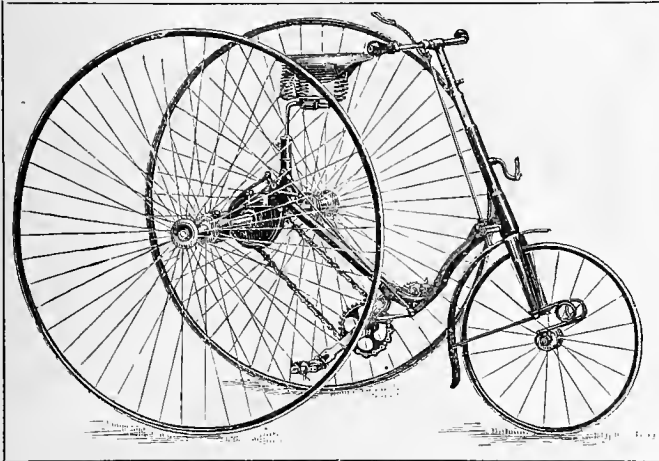
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CATALOGUE

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The New Patent

COIL-SPRING FORK

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LARGEST STOCK OF SECOND-HAND BICYCLES IN
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CUNARD BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

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SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

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RESPONSIBLE AGENTS WANTED.

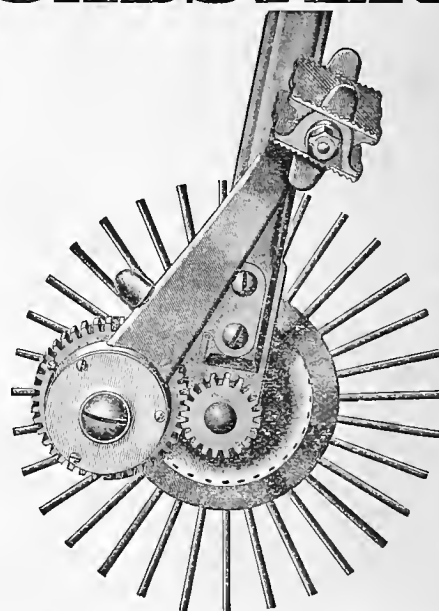
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(YOST & McCUNE PATENT)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
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LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.
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PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches. The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description. All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

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FOR SALE OR EXCHANGE

FOR SALE.—One 44-inch New Special Facile bicycle, latest pattern, cost \$135, price now \$100. Also a 44-inch Special Facile, used very little, cost \$135, price now, \$90. A. W. GUMP, Dayton, Ohio.

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For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

FOR SALE.—One 52-inch Royal Mail, 1885 pattern, in excellent condition; spade handles, Kirkpatrick saddle, rat-trap pedals, etc. Address, H. L. B. care H. C. Curtiss & Co., No. 10 Bedford street, Boston.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and dollar. C. H. LAMSON, Portland, Me.

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BICYCLES and TRICYCLES.



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation.** It is thoroughly unpervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it.** A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

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APOLLO for 1887, including spade handles and ball head	- - -	\$135.00
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S. S. S. TRICYCLE, No. 1, for men,	} Each	- - - \$180.00
S. S. S. TRICYCLE, No. 2, for ladies,		
S. S. S. TANDEM, steered by gentlemen from behind	- - -	\$250.00
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From Eastport to the Golden Gate,



The Majority of Wheelmen Ride Columbias.



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The world's story of the road and path is a recapitulation of victories by riders of COLUMBIAS.



It requires the STAUNCHEST MACHINE to withstand the strain of Fancy Riding.



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BOSTON, 11 MARCH, 1887.

Volume XIV.
Number 19.

"'Tis a simple tale, and told right on
without eloquence, and altogether lacking
in show of speech, but full, withal, of
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To mail you our new Illustrated Catalog. Please send your address.

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THE SENSATION OF 1887.

ABSOLUTE PERFECTION.

THE LATEST AMERICAN HIGH GRADE WHEEL, THE NEW MAIL.

A Perfectly Made Light Roadster.

WITH OUR SPECIALTIES:

Perfection Strengthened Backbone AND FORKS.

BACKBONE.—Warwick's Perfection Pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually, if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone; thicker at the large end, and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.



WITH OUR SPECIALTY:

Trigwell's Ball Head.

Extract from a London Letter to the L. A. W. Bulletin, Jan. 8, 1887:

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

DON'T FAIL TO SEE THIS PERFECT WHEEL.

For the past four years, as is well known, we have been importers of high-grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been in proportions and style the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut, and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts, and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails,

THE LATEST AMERICAN WHEEL, THE NEW MAIL,

Made by the finest machinery of the Ames Manufacturing Company, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our *own supervision*, and, from their experience, coupled with our own, we offer our Light Roadster for 1887 as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety, and all are Strictly Interchangeable. In fact a

PERFECT WHEEL.

We ask careful consideration of the distinctive features of the "NEW MAIL," as it has for the coming season improvements possessed by no other bicycle.

OUR SPECIALTY,

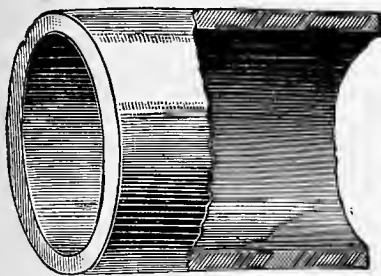
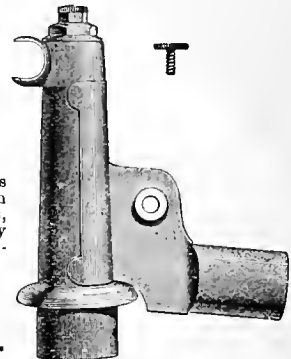
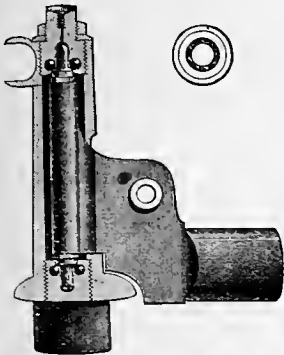
The GENUINE TRIGWELL BALL-BEARING HEAD.

1000 MILES WITHOUT OILING OR ADJUSTMENT.
PERFECT RIGIDITY AND EASE OF STEERING.

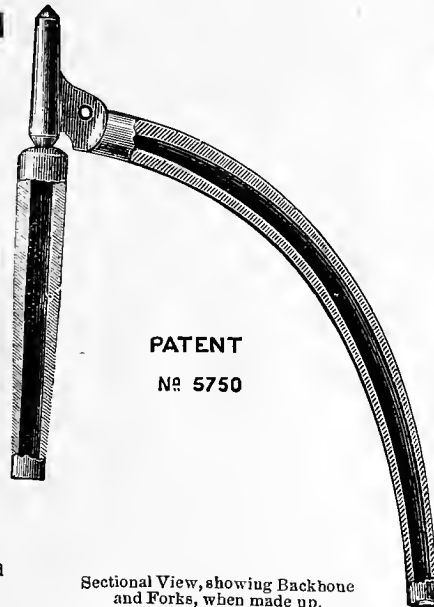
IN USE WITH GREAT APPROVAL.
ENTHUSIASTIC TESTIMONIALS.

Wheelmen are aware that, ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and one adjustment serves for a very long time — for months, in fact — and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed. These heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and ALL PARTS INTERCHANGEABLE.

A SPLENDID COMMON-SENSE IMPROVEMENT.

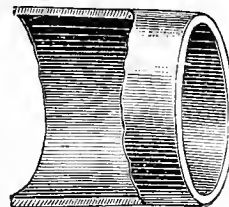


Sectional and End View, showing strengthened neck end of Backbone.

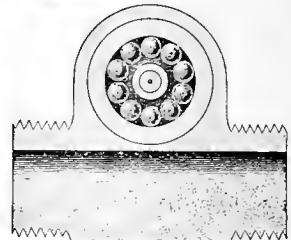


PATENT
No 5750

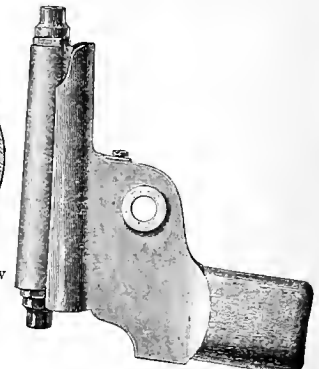
Sectional View, showing Backbone and Forks, when made up.



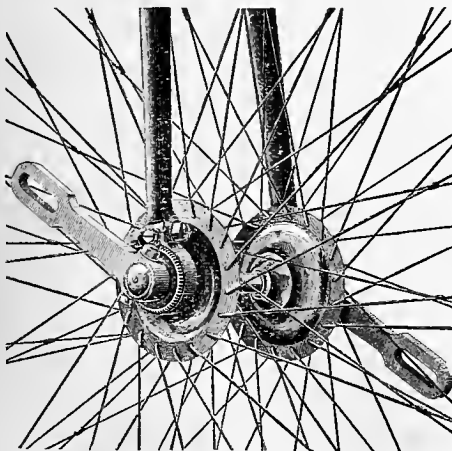
Sectional and End View of Back Fork End of Backbone.



Arrangement of Balls in Head.



Close Fitting Dust Shield. No side screws, which are easily lost. Very neat.



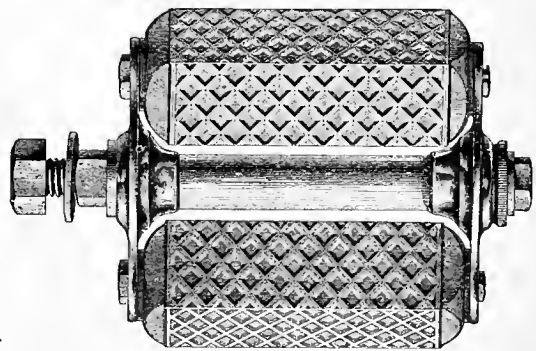
Notice smooth outside of this rim and strong base.



WARWICK'S NEW
HOLLOW RIM,

With thickened bottom. Seamless and perfectly smooth outside.

CEMENTED TIRE.



Square Rubbers, conforming to Foot. See this wheel before purchase. Ask your dealer for it.

This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. UNLIKE ANY OTHER. Tied as well as brazed, and wound Seven Times, giving great strength and rigidity to whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. DETACHABLE CRANKS, 5 to 6 inch throw.

MANUFACTURERS

WILLIAM READ & SONS, 107 Washington Street, BOSTON, MASS.

Agents Wanted in every town. Send stamps for large Circular with fine illustrations of all parts, ready March 10. Photograph of New Mail, 14cts. in stamps. Now ready.

AN IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

CORMULLY & JEFFERY MFG. CO..

CHICAGO, ILL.

THE FACILE.

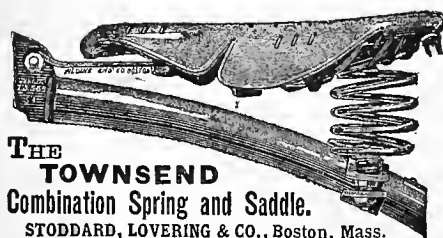
1. The regular pattern of this Old-Reliable bicycle is as in 1886, the machine having then been largely altered and improved.
2. The **LIGHT ROADSTER FACILE** is somewhat changed from 1886, being hollow throughout, levers included. Lever bearings are double-ball. Head is the new unapproachable "Abingdon," which is destined to eclipse and displace all other Ball heads. Every bearing in the machine is adjustable ball. Weight of 46-inch, 34 pounds.
3. The **STANDARD FACILE** is a good but plain pattern, with balls to front wheel only. Enamel finish.
4. The new **GEARED FACILE** has no chain, but drives by a compact, easy, and simple Sun-and-Planet gear placed on one side only; except that the levers are a little longer and two small toothed wheels are visible on one side, the machine looks precisely like the usual Facile. It is hollow throughout, and every bearing is adjustable ball,—21 rows, and 250 balls in all. Head is the "Abingdon." Size is 40, geared to 60. Though the gearing is high, the machine exceeds all other geared bicycles in smoothness and ease of running, and it is destined to prove the fastest in the world, on road and path both. It is recommended to parties who want "a flyer" for the best roads.
5. The **REAR-DRIVER FACILE** has a 22-inch steerer and a 36-inch driver, geared to 54 in the same manner as the other. The Front-driver is considered not only as the better of the two, but as the best geared bicycle yet made.
6. The **FACILE TRICYCLE** is a handy, central-driving, open-fronted, and easy-running machine, with Facile driving; singularly light, although of ample strength, weighing only 40 pounds, and is the best machine in the market for ladies.

Prices are not yet exactly fixed, but will probably be: \$125 for No. 1, as above; \$135 for No. 2; \$90 for No. 3; \$140 for Nos. 4 and 5; \$150 for No. 6.

If you want a Ball-bearing HEAD, see the "Abingdon"; then you will accept no other.

SEND FOR 1887 LIST, READY SOON.

J. WILCOX - - 33 Murray Street, New York.



THE TOWNSEND
Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

SIDE VIEW.

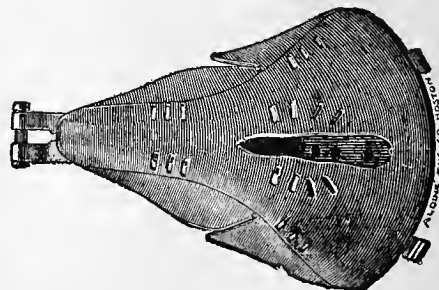
It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, \$6.00.

SOLE U. S. AGENTS.

STODDARD, LOVERING & CO.

152 Congress St. Boston, Mass.





Published every Friday

— BY —

BICYCLING WORLD CO.

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C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 11 MARCH, 1887.

WHETHER the A. C. U. has any life or vim left in its organization or not, remains to be seen. It never had a better chance to perfect itself and introduce a vigorous campaign. The League has shown its inability to do more than obstruct the racing interests of the country, and has adopted a retrogressive policy. All the A. C. U. has to do is not to be either brash or foolish.

WE do not think there can be a more generally popular nomination for the office of vice-president than H. W. Hayes, of Massachusetts. He has shown him-

self, as Chief Consul and as a member of the Board of Officers, to be a man of method and progression. Such a man on the Executive Committee will be of inestimable value; being a conscientious worker, and a man who will not accept any office unless he intends to perform the duties faithfully.

WHEN the *American Athlete* appears, with John A. Wells in the managing editor's chair, and, like as not, Mr. Aaron as the pusher of one of the editorial pens, it may be expected that the League's Executive, and the Secretary-Editor will experience the cold shivers. "My heye," how the types will talk, and in such language!

It seems that, according to Philadelphia business methods, a man should be allowed fat commission by the L. A. W. on all advertising contracts he secures, that cost the League \$2.00 for every \$1.00 it receives from the advertiser. That is "pluck and enterprise," with a vengeance.

C. T. C. members will be interested to know that next week we shall print in full the draft of the plan to make the organization really International, as submitted by Chief Consul Weston to the Federation Committee of the Club in England. As one of the plans (and to our mind an insufficient plan at that) which is now before the Committee for its consideration, has already been printed in the C. T. C. Gazette, it is only fair that we should present to our C. T. C. readers, here and across the water the substitute plan which the Committee are now considering also, and which commends itself to us as emphatically the plan by which the continued growth of the Club in the United States can be assured.

We desire to impress on every member of the C. T. C. "at home" or abroad, the vital importance of supporting Mr. Weston's plan, if he or she would wish the club to multiply in countries outside of Great Britain. The C. T. C. must become "International" not in name only, but in fact, and Mr. Weston's scheme is, so far, the only one which is calculated to make it so.

The world needs an International Cycling organization. Will the C. T. C. fill the bill, or must we start "the train a moving" over here?

MR. BASSETT is back in Boston, and it cannot be said that the worthy Secretary-Editor is sorry. His sojourn in Quakertown was not one of unmitigated bliss, and gleeful pleasure. "In fact, it may be said that he has had a hard time." His retreat from Philadelphia was a sudden and forced one, but the retirement was made in "good order," with colors flying and band playing. It was not a rout, though "the enemy" tried hard to throw the forces into confusion. Some of the effects of the League were left in Philadelphia, but the L. A. W. officers expect to recover these in the course of time, and through the process of law. Mr. Bassett is not enthusiastic over Philadelphia as a place of residence for the Secretary-Editor, he prefers the tempered breezes and the pastoral quiet of Chelsea.

Who Witnessed the Kilrain-Lannon Fight?

A LESSON AND A MORAL.

It is a terrible thing to offend a Reporter, especially a *Herald* reporter. We have remarked to this effect before, and, confirming our views, a copy of the Boston *Herald* lies before us. It seems, if we can believe a profusely head lined column in the above paper, that a Mr. Kilrain and a Mr. Lannon had agreed (not that they seem to have personal ill feeling in the matter), in order to decide the ownership of a purse of one thousand dollars, and to furnish a delectable and edifying spectacle to a select few of our fellow citizens, to stand up and face each other in an enclosure measuring about four hundred square feet in superficial area, and to proceed in accordance with certain rules for the purpose laid down, to maul, pummel, disable, maim if possible, and kill if it so happened, each the other, until by reason of some such happening either Mr. Kilrain or Mr. Lannon should resign all claim to the ownership of the said purse, except such moiety thereof as was provided for by the agreement.

To carry out this very legitimate arrangement, a hall was secured, the location of which was known only to some fifty persons, including, of course, the reporters, and the representative of the Boston *Herald*. This secrecy was doubtless calculated to prevent the influx of a greater number of spectators than the hall would accommodate, without interference with the comfort and enjoyment of all concerned, but it seems that in spite of it all, the presence of sundry official gentlemen to whom invitations had *not* been extended, so disconcerted the others, that the motion to decide the ownership of the purse was laid upon the table, and the question did not come up for settlement until Tuesday last, upon

which occasion the attendance was very select indeed, for the invitations had been limited to seventeen all told, among which number not one solitary representative of the Boston press was to be found.

But the permanent retardation of our neighbor the *Herald*, can only be accomplished in an atmosphere of exceeding frigidity, an atmosphere totally different to that which prevailed in our neighbor's sanctum, when the omission of the invitation to its representative became manifest. Requisition was at once made on certain sources of information, and when at midnight, certain carriages issued by devious ways from the city, and proceeded to a suburban town some twenty miles away, the *Herald* "was not far behind," and its issue of the next morning devoted nearly two whole columns to a graphic description of the enjoyments of the occasion, omitting, we should judge, no single detail of the proceedings from the time when the contestants faced each other, proud with every attribute of animal manhood, to the moment when the victor stood over the mass of quivering flesh which lay like a stricken bullock, prone and bleeding upon the floor.

But all this was merely news, and news was not all that the *Herald* man was after. He had a stern lesson to teach, a moral to convey, and he did both by publishing in the body of his report, the names of the more prominent Boston gentlemen who were present at the affair.

Such fearless journalism begets imitation. Let us emphasize both lesson and moral.

The lesson: We commend to Mr. John Boyle O'Reilly, as the referee, and to Dr. William Appleton, Mr. T. Howard Simmons, Mr. William Hawes, formerly of the Crib Club; Mr. Warren, of the Warren Steamship line, and to the other spectators, the pleasures of regular and careful perusal of the pages of the cycling press of this country, to the end that they may eventually realize that in the ranks of cycling their better selves will be apt to find more congenial companionship; that in the pursuit of cycling, they will discover more healthful — if less exciting — recreation; that in the contests of cycling, they can more worthily satisfy their craving for physical competition, and taste enjoyments which the brutalities of the prize ring can never afford; and lastly, that in connection with cycling, the mention of their names in the columns of the public press can never bring the hot flush of shame upon their cheeks.

The moral: Whether one's recreations be cyclic or fistic, it is well to always bear in mind that "it is a terrible thing to offend a reporter."

It is about time to again assert that Springfield will or will not hold a tournament next fall. We have forgotten which it ought to be, but we do begin to think that all the statements and counter-statements are but a grand Duckerian advertising scheme.

The Outlook in Washington.

I TELL you there's going to be fun in Washington! The District Division of the League comprises a membership of about seventy-five, which may be divided as follows: Cycle Club, for the larger class — perhaps half the entire number — unattached; Capital Club, about as many as unattached; Washington Wheelmen, very few. Heretofore the officers have been all chosen from the Cycle Club, as a matter of course, because it is the League club; and the present C. C., Secretary-Treasurer, and Representatives were Cycle Club men when they were elected. A quarrel in the Club some time back, however, effected the resignation of Myers, Secretary-Treasurer, and he joined the Capitals, together with several other League members who drew out at the same time. Meanwhile, several other Capital men have handed in their two shekels, and got their L. A. W. number; and the unattached have also come in voluntarily, and right rapidly.

THERE'S no feeling about it all — as yet. On the contrary, Chief Consul Pettingill has expressed a desire that the District Leaguers would consider themselves and their interests as a body, and irrespective of their local associations. This has not been done by the Cycle Club heretofore, however, as every officer was chosen from its ranks last year, and the non-Cycle Club men went unrepresented. I don't believe it will be done this spring, either; on the contrary, when the Cycle Club finds the balance of the Division in the majority, as I think it possibly is, and themselves likely to be given but one small officer if any, it strikes me they will want to nominate a whole ticket of their own make-up.

LAST year the Division polled but seven votes for Chief Consul, of which six were for Pettingill and the remaining one (probably Pettingill's own vote) for Dr. De Merritt. This year will witness such a revival of interest as, judging by the votes that will be cast, will mount way up into hundreds of *per cents* advance, and leave the statistician searching after the Division's rate of progress, far out at sea.

As I said, there's no feeling — that is, none expressed. There seems to be a subdued sense of impending something, no one knows what, that makes men reticent and sets the newspaper men crazy. A certain young scribe, who I understand has been wielding his pen for the *Wheel* lately, tried his best to pump me last week, and I saw him fail on two others afterwards.

BRIEFLY, it has been decided to hold our own election this year, and not vote to the Secretary-Editor. One meeting for nominations, 18 March, and another a week later for the election, will be held. Proxies, duly signed, will be permitted up to five to each man present; but a creden-

tial committee will examine every one. Judging from the Board's meeting in New York and the trouble that grew out of the Credential Committee there, I think this will be funny, extremely funny. Then, too, the proxies are to be by appointment — not written votes by the absentees to be handed in, — and those present with five little powers of attorney in their fists, and their own votes in addition, can vote six times for — but I can't say who.

THAT brings me to the candidates, their claims, and their support. It is a foregone conclusion that the Cycle Club will support "Pet." for C. C., They've had him two years now, he's their President, he's a good fellow, and he'll accept. Since last elected, he has only called one League run, and that day it poured in torrents, and not a single meeting has been held; but he'll accept, oh, yes. I think the Capital Club will hoist Ed. Olds their former captain; also a good fellow. I hear he was at a meeting of the Division held last week and took quite an active part, and on the whole he's a worthy and enterprising man. The Wheelmen have only two or three members, I believe, though one of them, Collamer, is quite active and is a League Marshal, but they would probably be satisfied with some subordinate office on either ticket. The unattached have no candidates.

I HOPE the thing will be nicely settled; we have four classes to cater to, and we have four offices. Seems as though there might be an equal distribution of "spoils," and a general ticket got up that all four classes would support. If this is not done, there will be lively times at the election. If the Cycles nominate a ticket, and the Capitals and unattached combine and nominate another, it will be nip-and-tuck, and perhaps one or two votes either way would effect the election of either ticket. This would be a picnic for the Wheelmen. With both parties after them, they could claim a nice office, and whichever side offered them the greatest inducement and secured their votes, would be successful. On the contrary, if the Cycles and unattached put their heads and their votes together, they will undoubtedly carry the day.

It all narrows down to this: Whether the unattached experience enough of a sense of injury at not having been represented by an officer during the last year, to combine with the Capital Club in the coming struggle; or whether a promise of office by the Cycle Club politicians will secure the votes of this unattached body?

FORECAST.

SECRETARY BASSETT waited until he got well away from Philadelphia and on his own stamping grounds before he expressed his opinions of certain people he has had to deal with in the city of Brotherly Love. Willy Bassett.

St. Louis.

THERE is a small sized row betwixt manager Rogers and his corps of League meet chairmen. He says, "I have sole and complete power to act in any matter pertaining to the meet. You have none. There!"

"WE'LL see," say they. They are "seeing" to-night. During Roger's absence, Brewster, manager *pro tem*, called weekly meetings and a joint committee was formed, which proceeded to get its plans into shape for the programme. It also favored a local printing house, while Rogers suggests the New York firm who did last year's work. Rogers kicks, committee defy. "Who is best man?"

THE Missouri Club, last Tuesday, elected A. C. Stewart, president, and G. W. Boswell, secretary, vice Messrs. Chauvenet and Sells. A few other changes were made, and the Club starts the new *regime* with associate and active memberships just about full and with \$500 in the treasury.

EDWARD Sells, ex-secretary of the Missouri, will establish a Royal Mail agency here, keeping no stock, but merely ordering the wheel for his friends.

BOOKMASTER Barkman now has routes leading from Indianapolis to this point, and Indiana thinks of turning her annual tour this way in May.

JACK Rogers, who has just buried his father, will remain here at least a month, after which his plans are uncertain. He may go to Exeter, New Hampshire, his old home.

THE old timers continue to leave us. Representative Mill, the hardest worker in the division, resigns and wends his way westward to New Mexico, while Lindell Gordon joins the Honduras party, leaving in June.

GEORGE TIVY, an ex-Rambler, is gathering material for a new club, having secured 50 names so far.

BREVITY.

In and Around Newark.

A WELL-ATTENDED meeting of the N. J. Wheelmen was held last week, and officers elected as follows, for the ensuing year: President, T. A. Ball; vice-president, Paul Brangs; secretary, Charles Dennison; treasurer, A. G. Winters; captain, Mr. Longacre; 1st. lieutenant, T. C. Theherath; 2d. lieutenant, L. S. Klotz; club committee, president, vice-president, secretary, treasurer, Messrs. Anderson, H. A. Smith, J. C. Willever, D. E. Drake.

AT the annual meeting of the New Jersey Cycling and Athletic Association, held 24 February, the following directors

were elected for the ensuing year: D. E. Drake, L. T. Hardham, Howard A. Smith, J. B. Linger, Dr. R. M. Langer, E. E. Sargent, J. Warren Smith, T. A. Ball, C. M. Booth, E. O. Alyea. Tournament prospects were talked over, but no definite action taken. Last evening, the Board of Directors organized by electing officers as follows: D. E. Drake, president; L. J. Hardham, and T. A. Ball, vice-presidents; C. M. Booth, secretary and treasurer.

A VERY enthusiastic meeting of the Elizabeth Wheelmen was held last Tuesday evening and the project of erecting a clubhouse was thoroughly discussed. A subscription list being started, more than two thirds of the amount required for the purpose was subscribed by those present; and the prospects are that the entire sum will be raised from members. The building committee was authorized to proceed with the erection as soon as preliminaries could be settled. An excellent piece of property, on East Broad Street, close by the Union Depot, will be leased for three years. The club is in a very flourishing condition and is capable of hard work, as their last years road record shows. John C. Wetmore and George C. Pennell have been elected delegates to the "Alphabetical Association," a meeting of which will be held on Saturday evening, at the Metal Exchange, New York.

THE prospects are that a mammoth tournament will be held on the Roseville track during the coming season, under the auspices of the New Jersey Cycling and Athletic Association. They have the track of this country for fast work, and all that is needed to make a tournament a success is, for each member to put his shoulder to the wheel, and show the world that they mean business. Not one-tenth part of the people in this section really knew what a "cycling meet" meant previous to last September, and yet the attendance was such as to warrant the belief that, if properly billed there would be no ack of "gate money" this season.

THE Essex Bicycle club has elected quite a number of new members within the past few weeks, and the prospects are that the club will be heard from on the road and track during the coming year.

AT the second annual meeting of the New York and New Jersey Team Road Racing Association, the clubs represented were New York Bicycle Club, Citizens and Harlems of New York, Kings County and Long Island Wheelmen of Brooklyn, Elizabeth (N. J.) Wheelmen, Rutherford (N. J.) Wheelmen, and the Union County Wheelmen of Westfield (N. J.) The following officers were elected: President, E. J. Shriver, New York Bicycle Club; Vice-President, F. A. Miller, Union County Wheelmen; Secretary and Treasurer, M. L. Bridgeman, Kings County Wheelmen. It was decided that the semi-annual road race of the Asso-

ciation should take on Decoration Day, over the Irvington-Milburn course.

THE annual meeting of the Orange Athletic Club was held last Thursday evening, and directors were elected as follows: R. W. Hawksworth, W. A. Brewer, Jr., J. M. Hare, Everett Frazer, H. A. Potter, W. T. Baird, H. F. Hitch, H. B. Thomas, J. Burke, A. P. Boller, J. K. Morgan, G. P. Kingsley, A. D. Palmer, T. B. Criss, H. P. Starbuck. The club has 379 active members; the income for the past year was \$10,000, and the expenditure 6,000. Their clubhouse and land cost \$43,229.81, only \$800 of which is still due, a very fine showing. The club has a large number of cyclers among its members.

RATCHET.

NEWARK, N. J., 7 March.

Last Dinner of the Present Massachusetts Division Board of Officers.

LAST Saturday the Massachusetts Division held their usual monthly dinner at Youngs. This will be the last dinner the present Board will hold. Chief Consul Herbert W. Hayes presided, and the following members of the Board were present: Sanford Lawton, secretary-treasurer, of Springfield; Hon. A. G. Hill, of Northampton; J. Fred Adams, of Haverhill; Dr. W. H. Emery, of Roxbury; John Amee, of Cambridge; Charles E. Pratt, Dr. W. G. Kendall, Elmer G. Whitney, William I. Harris, of Boston, and Abbot Bassett.

Mr. Charles E. Pratt, on behalf of the Committee of Apportionment, submitted his report which showed that Massachusetts on 1 March, had 1,007 members, and on the basis have apportioned the State as follows:

District by Counties.	Representatives.
1. Norfolk and Suffolk.....	5
2. Middlesex.....	4
3. Essex.....	2
4. Worcester.....	2
5. Plymouth, Bristol, Dukes, Barnstable, and Nantucket.....	1
6. Hampshire and Hampden.....	2
7. Franklin and Berkshire.....	1
Total.....	20

The report as presented was adopted.

A metal danger sign submitted by the Chief Consul. The design was adopted and referred to the Committee on Signs. The sign is about fifteen in. by eight in. with raised letters in white, the background being black. Complimentary resolutions were passed to Chief Consul Hayes, and Secretary-Treasurer Sanford Lawton. The new Board will be elected in April, and nominations must reach Secretary-Treasurer Lawton by 20 March. These nominations may be made by League clubs or by ten League members whose residence is in the district for which the nomination is made. Each member of 1 March is entitled to a vote for Chief Consul, and the representatives from the district in which he resides. The Secretary-Treasurer will send out the tickets and they must be returned to him before 10 April, as the polls close on that day.

CURRENT CALAMO

MASSACHUSETTS

MAKE no mistake.

KEEP the old Board of Officers.

THAT is, so far as we are able to by our apportionment.

THIS is a board that does not require any "new blood" to make it effective.

KIRKPATRICK, Hayes, and Bidwell will make a business-like executive committee. Let us see that it is elected.

THE Southern California Bicycle Club, of Los Angeles, Cal., held an out-of-door race meet on Washington's birthday.

ROWE has signed a contract with the Pope Manufacturing Company. He will ride a Columbia the coming season. Rowe will be free lance, inasmuch as he will issue and accept challenges as he may see fit.

MR. DUCKER should receive the thanks of members of the L. A. W., for the kind offer he made the Secretary-Editor to place his (Ducker's) printing office, at the disposal of the Secretary-Editor, if needed, to get out the *Bulletin*.

THE New Orleans Lantern parade was a great success. There were not more than fifty men in line on cycles, but they made up in quality what they lacked in numbers. The costumes were elegant. They *know how* to do this kind of thing in New Orleans better than in any other American city, and they do it.

ENGLAND and the continent seem to be the El Dorado of fancy riders of the cycle. The last exportation was that of Wilmot and Lester. Life in the United States will soon not be worth living.

THAT Clarksville road race during the L. A. W. meet, in St. Louis, will be worth seeing. All the crack distance annihilators will be there. Look out for the Victor team, boys.

DICK HOWELL is an unfortunate man, he is always hurting himself. His last achievement in that direction was to try and shoot his hand off with a starter's pistol.

THE outgoing officers of Massachusetts Division has been one of the best the State ever had. We hope to see all old faces on the new board.

WORCESTER has an attack of the tournament fever. They don't see why they should not make a "little bit," and we do not either. Success to the project.

AMONG the schemes of the Athletic Club, of Boston, is to give to wheelmen a track equally as good as that of Springfield or Lynn. Cyclers should support this scheme by supporting the club. A first-class track in Boston would be a novelty.

TO-MORROW night the Massachusetts Club will give the last of its ladies' entertainments. The success of the past of

these "ladies' nights" insures the continuance of them during the next non-riding season.

THE roads were getting into passible shape last week, and the enthusiasts were bumping over the half-frozen surfaces in a state of "ghoulish glee;" but along came a snowstorm, last Saturday, and put an end to their little game, for a time at least.

THE Lindell Hotel, Washington Avenue, St. Louis, will be the L. A. W. headquarters during the meet next May. This is one of the finest houses in the West.

PHILADELPHIA is to have a six-days contest next month. Ask Bassett if he thinks Philadelphia will talk kindly to "contests."

WE are glad to note that the Massachusetts renewals piled in somewhat better during the last week in February, so that the loss in membership will not be as great as was feared. We are still entitled to twenty representatives.

AN English "driver of a trap" is advertising for his temper, which he claims to have lost on meeting two gentlemen on cycles. The reward he offers is a full and abject apology, to be paid the cyclist who he supposes picked up his temper at the time and place he dropped it.

CUSTOMER: "Well, how is business?"

BICYCLE AGENT: "Brisk, sir, brisk."

CUSTOMER: "For what have you the most inquiry?"

BICYCLE AGENT: "Catalogues and credit. Call again, sir." — *Poc Wheelman*.

LITTLE Rhody is, like Massachusetts, happy in a board of L. A. W. officers that they wish to retain. The present officers are: Chief consul, Julian A. Chase, of Pawtucket; first representative, Charles S. Davol, of Warren; second representative, Rev. S. H. Day, of East Greenwich. All the above will receive nomination for re-election, and no opposition. Rhode Island has 114 League members.

IT is a question if the Pope Manufacturing Company will have a team on the path, in the full sense of the term, as understood last season. It may retain men to ride its machines, on somewhat the same basis as it is understood Rowe has been signed.

ASA WINDLE will "wait on" Billy Rowe again this season, providing he can be secured. We hope, on William's account, he may be. Rowe will begin on gymnasium work at once, and will take to the track as soon as the weather permits.

IT is understood that Mr. Shipton has two books under way, one entitled, "On Tick, or what I know about Watches," and the other is, "The Modern Cycling Editor's Letter Writer, or how to Successfully Interpolate." Editions limited.

THIS same editor, on behalf of the C. T. C. Badge Committee, will print a full report (with diagrams and sketches) in pamphlet form of how they spent weary months in search after the "original" and new; how they were baffled, and began to think with Solomon, that there was nothing new under the sun; how, finally, they discovered the design they have adopted, tucked away in a remote country called America.

BASSETT was threatened with assassination, in case he had adopted in the official organ what the wild Westerner calls the "cart-before-the-horse" style of printing dates so common in this latitude. His life is safe, and the dates are in place, *à la* the Western idea.

THAT Solon who wields the pen in the cycling department of the St. Louis *Spectator*, says: "I can readily understand why the cycling press want to see the *Bulletin's* subscription made optional, and I guess every wheelman also can see it too clearly to be misled." Such wondrous wisdom and unfathomable acuteness in discovering our motive (?) is worthy of the highest commendation. Dues or no dues, there has got to be a "raising" somewhere, Mr. Solon.

IN the New Orleans parade "N. O. to Boston," Fairfax showed up as a most dainty Prince charming. In this guise he did not look much like the "tough" cyclist we know him to be.

F. T. MERRILL, of Portland, Ore., is pushing things for all they are worth in his district. He will issue a sixteen-page paper, devoted to cycling interests, and will distribute three thousand to four thousand copies through Oregon and Washington territory. Merrill is a "rustler" in a "rustling" community.

MLE. ARMAINDO and Fred Straub — France *v.* Germany — had a fifty-mile race at Faribault, Minn., last month. The black, white, and red downed the tri-color by five laps. Time, 3 h. 45 m.

THE Owls, of Chicago, are an ambitious lot. They have been breaking home trainer records. They reached the limit in this direction, and so proceeded to smash the home trainer itself, which they did in fine shape.

THERE is a party in Chicago who is known by the name of Harry Fulton. He is a man who has always borne the highest reputation as to truthfulness, and yet he comes up and assures one "*Geis*," that he has ridden his bicycle every Sunday this winter.

PENDING the satisfactory settlement of the codfish row between the United States and Canada, it will not be safe for Yankees to cross the border. We believe in "retaliatory measures," (with a big R) and we only wish we could catch some good Canadian, say Tommy Lane, of Montreal, for instance, to "retaliate" on, we would fill him so chock full of Boston Club punch that he would not know himself from a codfish ball or a bean pod.

MANUFACTURED BY
D. RUDGE & CO.
COVENTRY, ENG.

Send for 1887 Catalogue.

RUDGE

BICYCLES AND TRICYCLES
1887.

STODDARD LOVERING & CO.
SOLE U.S. AGENTS
152 TO 158, CONGRESS STREET.
BOSTON, MASS.

HOW IS THIS FOR A LINE OF WHEELS, GENTLEMEN?

We think it about fills the bill, and our prices, mind you, are reasonable.

- THE AMERICAN CHAMPION**, with many improvements, such as a superior crank fastening which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, \$100.00.
- THE AMERICAN LIGHT CHAMPION**, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, \$115.00.
- THE AMERICAN CHALLENGE**, much improved and fitted with cow-horn bars; as formerly, the best machine on the market for the money. Price, for 48-inch, \$70.00.
- THE AMERICAN SAFETY**, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, \$74.00.
- THE AMERICAN LIGHT SAFETY**, after the lines of the regular safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, \$115.00.
- THE AMERICAN IDEAL**, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from \$25.00 to \$60.00.
- THE AMERICAN IDEAL TRICYCLE**, two-track, the young ladies' companion to the bicycle of same name. A really beautiful little three-wheeler, in two sizes, 30 and 34-inch. Price, \$40.00 and \$45.00.
- THE AMERICAN CHALLENGE TRICYCLE**, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44-inch. Price, \$80.00 and \$95.00.
- THE AMERICAN IDEAL TANDEM**, a convertible two-track for boys and girls, in two sizes, 30 and 34-inch. Price, \$60.00 and \$75.00.
- THE AMERICAN CHALLENGE TANDEM**, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46-inch. Price, \$120.00 and \$135.00.
-

1887 CATALOGUE, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

CHICAGO, ILL.

FROM the classic slope of the Pacific comes the suggestion to change the name of certain entertainments yclept "Smokers" to that of *Gaudeamus*, (Let us rejoice.) That is all right for those who like 'em, but supposing a fellow, with his eyes, ears, mouth, stomach, and lungs full of vile smoke, don't *want* or *care* to "rejoice," what then? No, let it remain a "Smoker." That is appropriate, and it leaves it to a man's taste whether he rejoices or lament, sing or swear.

WE confess some, to feeling disappointment and dismay at the action of the Racing Board not to hold a race meet in St. Louis in connection with the meet. This is not encouraging racing, it is the opposite. As we have before stated, we believe the League should do one of two things, either abandon the control of racing, or do all it can to foster and encourage same. The lukewarmness is hurtful.

MR. THOMAS STEVENS writes us: "To correct a misapprehension on the subject. I beg to announce that I have accepted the position of cycling editor on the staff of *Outing*, with a substantial interest in that magazine." We are pleased to hear that Mr. Stevens has made such an arrangement, which will redound to his personal profit, and enhance the value of the magazine he writes for.

THE *Herald* is trying to boom Boston's new athletic club among wheelmen by holding out the tempting bait of a fine cycle track. We think the club a grand good thing, but the track business is either too vague or will be too far in the suburbs to appeal much to the Hub's wheelmen.

THE Pennsylvania Bicycle Club proves its loyalty to Aaron and Wells in a formal resolution. It is one of the compensations of life that while many administer the abusive kick of condemnation there are always some at hand to pat the back with the kindly hand of approval.

AND by the way, the new Western paper the *Wheelman's Record* in a recent illustration tries to hold up Mr. Aaron to ridicule and contempt by representing the ex-secretary with a Jewish nose. We do not know that it makes any difference whether a man be a Jew or Gentile, but the intended insult is obvious.

THE record of twenty seconds for the quarter, and one minute thirty-five seconds for the mile, on a Buffalo Home Trainer, is now claimed by F. M. Brown, Warren, R. I., of the Bristol County Wheelmen.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston:—

No. 357,249. L. P. Valiquet, assignor to the Valiquet Tricycle Company, New York, velocipede. A tricycle.

No. 357,691. David H. Rice, Brookline, Mass., velocipede. A bicycle of the Star type.

No. 357,819. Charles E. Duryea, Washington, D. C., assignor of half to Harvey G. Rouse, Peoria, Ill., velocipede. A bicycle for two riders, having a saddle and a pair of pedals on each side the large driving wheel.

No. 358,178. David Wiggins, assignor to Wm. Lee, London, England (patented in England and Germany), velocipede. A rear-steering tricycle.

No. 358,204. H. A. King, Springfield, Mass., assignor to the King Wheel Company, New York, velocipede. A bicycle.

No. 358,521. Vehicle wheel, Chas. Behringer, Defiance, O.

No. 358,533, and 358,590. Velocipede, Theodor Bierau, Rothau, Lower Alsace, Germany. Patented in Belgium, France, England, Germany, Italy, Austro-Hungary and Denmark, five patents. Relate to the handle-bar and steering yoke.

No. 358,730. Velocipede, John B. Cilley, Lebanon, Pa. A tandem.

WHEEL CLUB DOINGS

AT the annual meeting of the Keystone Bicycle Club, of Pittsburgh, Pa., held March 2d, 1887, officers were elected as follows: C. F. Siedell, president; J. W. McGowin, secretary-treasurer; H. E. Bidwell, captain; F. S. Cormack, first-lieutenant; T. B. Lee, second-lieutenant; C. A. Smith, color bearer; C. M. Clarke R. F. Smyth, directors.

A resolution was passed offering a gold medal to the member winning any one of the following records: Greatest number of miles ridden during season; to all riding one thousand miles or over; to all making a century run. And a booby prize to member having smallest mileage at end of season. A very active season is looked forward too, all members manifesting a decided interest in the result.

AT the annual election of the Atlanta Wheelmen of Newark, N. J., the following officers were elected for 1887: President, W. S. Gregory; Vice-President, W. A. Drabble; Secretary-Treasurer, W. F. Coddington; Captain, A. W. Snow; Lieutenant, Samuel Drabble.

THE Maverick Wheel Club held its annual supper at the Maverick Hotel, East Boston, on Wednesday the 9th inst. This club was organized three years ago, is composed entirely of actual riders, and is in a most flourishing condition, the neat and cozy quarters of the club in Maverick Square, being well patronized by the members. Several new members were recently admitted and more are anticipated.

THE adjourned meeting of Cincinnati wheelmen for the purpose of organizing a strong and influential club was held at the Gibson House parlors last week Tuesday, Mr. A. A. Bennett presiding. It becoming apparent that the factions of the different clubs represented could not agree on a basis, the Cincinnati Bicycle

Club, through a representative, stated that they desired to see Cincinnati represented by the largest club in the State, but that being one of the oldest and most influential clubs of the League of American Wheelmen they most positively declined to give up their prestige and lose their identity by amalgamation with other clubs under a different name, and further announced that they were perfecting arrangements for a commodious clubhouse, located in a central part of the city, where visiting and local wheelmen would always find a hearty welcome, and they invite the co-operation and support of all who are interested in cycling. After some further discussion, nothing definite being decided upon, the meeting adjourned.

SPRINGFIELD, MASS. will have a new club. Some forty odd riders of that city, met and organized with the following officers: President, John Hallen; vice-president, F. L. Bardwell; secretary, A. A. McGrath; corresponding secretary, G. C. Prouty; treasurer, Richard Webb; captain, Richard Webb; first lieutenant, G. E. Dorn; second lieutenant, H. W. Taylor; bugler, Richard Hildreth; color bearer, Thomas Harvey. The club has not adopted a name or uniform yet, but will do so at a special meeting to be held this week. Quarters have been secured in Haine's block, rooms 9 and 10. Riders of 18 years and over can join.

ANOTHER stage has been passed by the New York Club, in its evolution from such a semi-military organization, as most cycling clubs are in their infancy, to a simple association for mutual convenience with only such officers as are needed for actual work. The buglers, color-bearers, right and left guides, surgeons, and other "road officers" that characteristically belong to the more primitive form of club organism, have one after another been dispensed with, and only the captain and lieutenants retained, because these were the presiding officers at meetings. As a final change, these also have been abolished, and a president and vice-president substituted. Following out the same policy, the old road rules, which had remained unaltered in the by-laws since the New Yorks held the pioneer drills and club runs back in the early days of 1879, are now in form as well as in spirit rescinded. A year or two ago, the old familiar grey had been abandoned for a new suit which was never very fully adopted by the members; and now the uniform rule has been amended, a permissive clause being inserted, specifically stating that members are not required to label themselves with a particular color or cut when riding their wheels, any more than when they go to their business, or bestride a horse.

LAST Wednesday evening, 2 March, the Manchester, N. H., Bicycle Club paid a return visit to the State Capitol Wheelmen of Concord, and were tendered a royal reception. A score of the "boys"

left Manchester on the 7.40 train, and were met at the depot by a reception committee, and escorted to the club headquarters. The Concords have magnificent quarters, a large parlor and a billiard and pool room being conspicuous. The club orchestra furnished excellent music, and this, coupled with singing, and banjo playing, gave the visitors plenty of enjoyment. During the evening a tempting "lay out" was served in the large hall adjoining and a very good "imitation" of wheelmen's appetites was given. After supper the Manchester boys, "showed up" their talent, in singing, piano solos, and character recitations. Chief Consul Bennett was then called upon, he responded by giving a description of his tour about the State in the interest of bicycling. He predicted a great boom in cycling this year. Farewells were then exchanged, and after a long wait at the depot for the "freight train" the boys arrived home, vowing that they had enjoyed the best "time" of the season.

If not encroaching too much on your valuable space, and thinking you would like to give the cycling public an idea of what the "Queen City of the Hudson" is doing to promote the interest of wheeling, I take the pleasure to inform you that 1 Feb., 1887, a new organization under the name of the "Poughkeepsie Bicycle Club" was formed in this city, with a roll of twenty-five charter members and the following officers: H. W. Bullard, president; Geo. T. Cluett, captain; James Myers, treasurer; Chas. Hauf, lieutenant; F. Bowne, secretary; Chas. Ostrander, bugler.

This club occupies finely furnished rooms, cor Main and Garden Sts., the most prominent and finely situated site to be obtained. Our rooms are fitted with a view to the amusement and social enjoyment of its members, containing all kinds of games, together with very fine Collender billiard and pool tables, making comfortable and attractive quarters, to which we invite all "Wheelmen" when visiting our city, to make free use of. — *Secy.*

THE result of the Wilmington, Del., Club's election, on Thursday evening 5 March, 1887, is as follows: President, Charles W. Todd; captain, S. Wallis Merrihew; secretary, J. Harvey Wiley; treasurer, Caleb M. Steward; lieutenants, John H. Manz, Charles H. Smith; bugler, Victor R. Pyle; executive committee, Albert C. Philips, Charles J. Kent and B. Frank McDaniels.

AT the regular annual election of the Alpha Wheel Club, of Bethlehem, Pa., held Tuesday, 1 March, the following officers were elected for the ensuing year: President, C. F. Smith; captain, Ellis C. Kent; sub-captain, Jas. E. Krause; secretary and treasurer, E. T. Parker. The club has a membership of twenty-five.

WE were misinformed as to the mount to be adopted by the captain of the Newton Club, for 1887, and as published in a former issue of this paper.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

To Wheelmen.

AN APPEAL TO REASON. — TO ARMS. — DOWN WITH OUR TRADUCERS. — PLAIN TALK WITH WHEELMEN.

Editor Bicycling World and Wheelmen in General: Have you stopped and considered the injury done to the wheel the past year by the dog-in-the-manger mode of management of the League, the attitude adopted by certain officials of the L. A. W., the blow aimed at cycling as a sport, and its consequent ill effects upon the trade and its kindred branches? And, I ask, is it not now time for the wheelmen at large to call a halt, and take affairs into their own hands? The gross mismanagement on the part of our League officials the past year is a disgrace to the sport. They have, by their action, greatly injured the most productive (as regards making the wheel popular) portion of our sport. And they now come forward for the year 1887 and announce that they will hold no championship races at the annual meeting, and will not recognize any form of cycle racing outside of pure amateur races on the path, thus leaving out the most important part of racing, and one that demands a closer scrutiny, to no government at all. They go still further, and assert that they will not recognize any body that attempts to control racing. Is not this going too far? Who are these autocrats that attempt to say what we wheelmen shall and shall not do? Now that our large clubs who have their money invested in tracks are voting to hold no tournament the coming season, we are brought face to face with the question. And in view of that what shall be done? In fact, there remains but one thing to do, and, like roast beef, when well done it must be done quickly. Therefore, I suggest for your consideration that in the wheeling centres, North, South, East, and West, that the wheelmen come together, and adopt such measures as will tend to make a strong organization for the promotion of the racing interest. Appoint a representative, with full power to represent you at the coming meeting of wheelmen to be held in Boston, on Saturday, 26 March, and then and there show the true spirit of American independence.

Fraternally yours,
HENRY E. DUCKER,
President American Cyclist Union.

AN organization "whose objects are to foster and encourage racing by the promotion of the interests of the American cycling path; the prevention, detection, and punishment of frauds in connection therewith; and uniformity in the government of the various kinds of racing."

All Sorts and Clippings.

Two very stylish-looking Washington young ladies have been making a decided sensation on the avenue by their dextrous riding of the tricycle. Both are remarkably pretty, and wear handsome street costumes. One of them wears a gentleman's high silk hat, the only difference being that it is turned up on one side, and has a little black feather in it. Her cloth dress fits her trim figure exquisitely, and she wears long boots like a backwoodsman. The top of the boots hides her pretty ankle, but the convenience obviates many of the objections raised to ladies riding tricycles. Her companion wears a Tam o' Shanter cap, which falls prettily about her head. They each own a single tricycle, and use these in the morning; but in the evening, when the avenue is crowded, they ride a double tricycle, and cause many of the Congressmen's hearts to go pit-a-pat in unison with the girls' daintily booted feet on the pedals. — *Baltimore American.*

MAKE A NOTE ON'T. — IT takes but little time to record a fact; but comparatively little money to advertise with the H. P. Hubbard Co., Advertising Agents and Experts, of New Haven, Conn., while the profits on all money judiciously spent are large. Leading advertisers patronize leading newspapers through this leading Agency and thereby become leading merchants and leading citizens with leading bank accounts! Experience is the most successful teacher. The Hubbard Agency manages the business of over one hundred firms, and is considered a wholesale buyer. Their commission comes entirely from the newspapers, and they take great pride in giving their patrons good results.

"HARRY" HEDGER has been building some pretty fine bicycles, "all in a quiet way" during the winter months. The "Swift Sures" will commend themselves to the expert who is after a fine mount. By the way, Harry does repairing. He makes a specialty of that branch. You make a note of it.

NOVELTIES! Novelities! Yes, while you are looking at that which is new, do not forget to look in the "latest thing in bikes," the NEW MAIL, the product of Messrs Read & Sons.

GEORGE HENDEE is trying to take a header on the new Springfield Roadster. Much to the amusement and amazement of spectators, he does not seem to be able to "get over the head," though he rides over all kinds of obstructions.

MR. H. M. Saben, of the Mass. Club, has selected the Rudge Bicyclette for his mount for the coming year.

THE Pope Manufacturing Co. report that the new tandem we so lately described in the WORLD is receiving an ample share of attention at the hands of

purchasers and will undoubtedly prove a "drawing card."

MR. ROGERS, of the firm of D. Rogers & Co., is now in England, seeing to the prompt shipment of their supply of Cunards for the coming season.

S. T. CLARK & Co. report that they feel the genial effects of spring weather in their section now, and that orders for the Rapids and the Quadrants are being booked with "satisfactory celerity."

As will be seen by a reference to our advertising pages, Gormully & Jeffery Manufacturing Co. are now prepared to furnish the celebrated Lillibridge Saddle to the cycling public who desire a soft and luxurious seat on the cycle.

THE Abingdon Ball-head is the latest thing from over the way in this line. Julius Wilcox states that this fine head will be applied to most of the Facile pattern of cycles for 1887. We will describe the novelty later on.

CANADIAN Wheelmen are exercised over the selection of a proper place for the annual meet of the C. W. A., Toronto. Woodstock and Bradford are pulling wires for it.

THE Overman Wheel Company will handle the Psycho tandem for the United States. This machine, a new candidate for favor, is built by Starley Brothers, a sufficient guarantee of its excellence.

HENDEE is reported as being in Philadelphia, riding over logs and things on his new love, the Springfield Roadster, just to show what can be done on it.

A CORRESPONDENT in *Wheeling* speaks in high terms of the aims and objects of the American Wheel Board of Trade, and urges the English makers to go and do likewise. We commend this advice to the serious consideration of the English trade.

SAMPLE Rudges are now on exhibition at 152 Congress St., Boston, Mass., and Messrs. Stoddard, Lovering & Co. report a very early season. The reason probably is that they have an entirely new line of machines for 1887, and bicyclers are always eager to see the latest.

MESSRS. SCRIBNER, of New York, will publish Steven's Board of Travels. Vol. I. will shortly be out, and will be adorned with a highly artistic colored frontispiece.

SCHAWLBACH & WILLDIGG, of Brooklyn, have opened their bicycle emporium in that city. They will handle the New Mail and the Club machine.

G. P. MILLS, the greatest road record breaker in the world, has gone into partnership with Dan Albone of "Ivel" fame. Evidently the "Ivel" will hold some records the coming season.

THE BOSTON *Globe* says: If a dealer's race is entered upon, Messrs. Stoddard, Lovering & Co. could put a strong team in the field, consisting of Messrs. Doane, Huntley, Saben and Corey, all of whom are in their employ.

W. W. STALL is making improvements at his store 509 Tremont St. Fresh paint and scraped floors, make the first floor very attractive; while "below stairs," all is in shape for repairing of all kinds.

MR. F. P. Prial, of the *Wheel*, is in town for a few days, looking after the interests of his paper, and drawing strength and inspiration from a diet of the succulent bean and Boston Club punch.

WHY will you wait until the last moment, and then rush things? Why not send your machine *at once* down to Murray at 100 Sudbury street, and have it put in shape for the spring riding.

WE hear that Mr. A. L. Atkins will remain in Southern California, and embrace the real-estate business, as a means of livelihood. The triumphs of the path *via* his subs. have no charm for him any longer.

A "six in hand" was recently tried in England, and was manned by "Mr. H. W. Staner, late of the North Road Club, but now of Coventry; Mr. Golder, who steered during the journey; Mr. Sturney, editor of *The Cyclist*; Mr. Hillier and Mr. Pendenis, of *Bicycling News*, and Mr. Lea. The machine is practically three tandems hitched together, and is the product of Messrs. Singer & Co. The experimental run was voted a great success.

HERBERT W. HAYES, Chief Consul of Mass., will ride a Rudge Bicycleette the coming season.

SPEAKING of saddles, the correspondent of the *L. A. W. Bulletin* writes from England as follows: "the Townsend combination saddle and spring is undoubtedly the best thing ever produced.

It is practically a well-made long distance saddle, mounted on a spiral spring frame. It avoids perineal pressure, adjusts itself to any weight of rider and completely absorbs all shock or vibration.

It is indeed a luxurious seat, and judging from the orders the maker has from all parts of England, it will be generally used."

Bicycling News anxiously inquires "What's the matter with Ducker?" Well we don't know whether he is "all right," but we think *Bicycle News* will say he is alive and kicking when they read his "call to arms," etc.

THE TRADE

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WE hope to give the "Swift" Safety next week, the product of the Coventry Machine Company.



The Victor Safety.

OVERMAN WHEEL COMPANY, BOSTON.

We are pleased to be able at last to give to the cycling public a description of the above machine, over which so much speculation and so much curiosity has been excited.

We had the pleasure of seeing and trying the experimental machine fitted with spring forks by this firm, but we find great improvements have been made since that time. We hope to try the perfected wheel.

It will be seen by a reference to the cut above, that it is of the now universally accepted type known as the rear-driving safety, and is the first of this type to

claim American parentage, if we may use this expression.

One of the points aimed at, was to reduce and practically annihilate the vibration, and another was to correct the sensitive steering so often objectionable in the Rover styles. How they have succeeded, we propose to try and explain.

By looking at the cut it will be seen that instead of the usual forks running directly, or almost directly, down to the axle of the steering wheel, four round spring rods, 5-16 in diameter, are securely fastened to the steering post, and thence by a gradual curve brought down to the axle. It will be noticed that there are two steel tubes running up on either side of the pilot wheel to a point just where the brake-spoon is hinged. A close examination of cut will show a small piece running from where the top of this tube is attached to a point just below where the spring fork is fastened to steering post. This small piece is hinged at these two points, so that the springs may work freely up and down. In other words, a rocking joint. The function of the stiff tubes on each side of the steering wheels, is to insure stiffness, and hold the steering rigid from lateral twist and motion. The distance from the centre of the forward arm of the rocking joint to the centre of the steering wheel never alters, no matter what strain the spring is subjected to. To this arm the brake spoon is attached, thus giving it a fixed fulcrum to work on, the same as on an ordinary bicycle.

When the rider is in the saddle, the spring fork is of course, depressed, and this has the effect of making the steering centres more nearly approach the perpendicular, thus making the steering more easy.

The steering head is fitted with balls instead of the ordinary cones.

The adjustment of the chain is effected by loosening the nut which can be seen just above the lower gear wheel, and swinging on the pivot pin backward or forward, as may be needed, and then tightening the nut again.

The frame is simple, but strong and well braced.

The saddle is the new pattern, and instantly detachable.

The spring is something entirely new, and is deserving of a special notice, which we will give.

The machine is finished in dull enamel, is fitted with ball bearings all round, and ball pedals also.

Spade handles will be fitted.

The wheels are 30-inch, with 7-8 inch tires to driving wheel, and 3-4 inch to front wheel. True tangent spokes.

The Geared Facile.

JULIUS WILCOX, 33 MURRAY STREET, NEW YORK.

We are pleased to place before our readers this week, a description of the 1887 patterns of this sterling machine.

Gearing is now offered on the Facile in two patterns. There is no chain; the driving is by a Sun-and-Planet gear, placed on one side only, power from the opposite lever being transmitted to the gear, so that the levers drive equally. In appearance the front-driver is hardly distinguishable from the usual Facile. A hollow axle connects the hubs, and through this passes a solid axle on which the cranks are placed. The larger or sun wheel is a fixture with one hub, outside the fork, and revolves with the driving wheel; the smaller or planet wheel at the crank end travels round in a circle with the crank, but does not itself revolve, being held fast by the connecting-rod, so that the same teeth always point towards the ground. The wheels have thirty-seven and eighteen teeth respectively, the effect of the "odd tooth" being to lessen wear by lessening frequency of contact between the same teeth. The operation is that while the cranks and inner axle make one revolution the hollow axle and driving wheel make one and a half.

The teeth are cut from the solid by accurate machinery, and hardened; they are also detachable from the inner part, so that accidental breaking of a tooth (a very unlikely mishap) would not destroy the entire gear-wheel. Friction, uncleanliness, and "backlash" are less than with chains; the running is smooth and noiseless, and the construction obviously simpler than than the two disconnected chains of other front-drivers.

Sun-and-Planet gear was invented a century ago by James Watt, but this is a patented combination of it which removes its practical objections as applied to bicycles. The lever and stroke are somewhat lengthened, to increase power. Driving wheel levers, and connecting rods, have double ball-bearings, and the duplex axle runs on five rows of balls, adjustable simply and simultaneously from a single point. The head is the "Abingdon ball" and every bearing in the machine is adjustable ball, there being no less than twenty-one rows of these, some two hundred and fifty balls in total. Tires are three quarters and five eighths. Rims, forks, fork extensions, connecting rods, levers, handle bars, and axle, are hollow. Finish is as usual Facile, and the construction the very finest possible. Sizes are 38, 40, and 42, geared re-

spectively to 57, 60, and 63; usual size is 40, weighing thirty-eight pounds.

The rear driving pattern has a 36-inch wheel geared to 54: 22-inch steering wheel; the simplest possible frame; uses the same gearing; bearings, finish, and construction of levers and frames same as the front driver. Weight, about forty-two pounds. Unlike all other rear drivers, the saddle is directly over the axle, and although the wheels are small, the machine is singularly free from jar. The steering is easier than on other rear drivers, and the steering of the front driver is faultless and (if any difference) even better than on the ungeared. Both patterns are guaranteed free from "skidding" or side slipping, a fault which has been characteristic of geared bicycles heretofore.

The Facile Tricycle.

JULIUS WILCOX, 33 MURRAY STREET, NEW YORK.

By using a central driving wheel, this new machine dispenses with balance gearing and gains much in directness and simplicity. By having two small wheels and one large one, instead of the usual two large wheels and one small one, these advantages are attained; the smallest wheel has the smoothest part of the road; the total size of wheels and total weight are much reduced; and the frame is simpler and smaller. Through the saddle-post—which, with its brace-tubes,

forms a triangle—passes the steering-rod, operated by both handles and both arms equally; the curved handle-bar passing behind and forward of the rider as in an arm chair; two small fixed wheels and a steel band transmit the motion to the reversed steering-head. The steering-wheels run freely on the cross axle, which itself forms a most convenient foot-rest. The machine is a "straight steerer," and could even be guided by the feet in case of necessity. The brake is ample for control under any circumstances; it is a spoon on the driving-wheel, operated by the foot, and is within easy and instant reach. By turning on one side, the machine will pass an ordinary doorway. The frame, including levers and cross-axle, is welded steel tubing. All bearings except on the head (which could be made so to order) are adjustable ball. Front wheels are twenty-four inches; driving-wheel is thirty-eight to forty inches; tires 3-4 and 5-8. Finish, enamel, with nickel trimmings. Weight only forty pounds; gentlemen's pattern, fifty pounds. This is from thirty to forty-five pounds lighter than other tricycles for road use, and even lighter than racers.

Lever driving requires less movement of the feet than the rotary, and is more graceful and desirable for ladies; the remarkable lightness, compactness, and simplicity of this machine, together with its ease of running and its perfectly open front, make it the best ladies' tricycle in market, and as such it was primarily designed. It has been built as yet only ungeared, but the Facile gearing can be applied to order, at probably some extra cost.



The "S. S. S." Tandem.

W. B. EVERETT & Co., IMPORTERS, BOSTON, MASS.

THE above machine is one of the principal novelties put on the market this year, by the Messrs. Singer & Co., of Coventry, England. The lines of the machine can be at once "taken in" and appreciated.

The aim of the Singer people has been to make a perfect tandem, and to this end they first have discarded the idea of making it "convertible." It has been found extremely difficult to combine all the good points of the single and the tandem in one machine, and though this and other firms made magnificent machines of the "combination" type, they determined to put a non-convertible on the market.

Strength has been one of the principal aims in building the tandem, and the frame tubing and bracing has been looked after very carefully. The now well-tested "bridged axle," with four bearings will be used on this machine, and the driving gears and tubing carrying same, have been designed and built with the object of obtaining the greatest rigidity.

As will be seen, the tandem is suitable to the use of a lady and gentleman or two gentlemen. The lady rides in front and the gentleman behind, he having control of the steering and brake power. The riders are far apart, and the front rider placed so well forward that

a "tip up" is practically impossible. The finish and general appearance of the machine is fully up to the standard of the products of this firm.

The front handles are similar to those of the Humber tandem, but the tubes which carries the rear handle-bar is continued downward, and emerges beneath the front crank-bracket, being there connected by links to the steering head of front wheel. There is thus clear space for the lady to mount her seat in the front of the machine, thus being unquestionably the best position for the fair riders, yet the control of the tandem is left in the hands of the worse half.

The handle-bars, brake lever, hubs, axle tubes, cranks and pedals are plated, remainder black.

It has 40-inch drivers, 7-8 tires, 26-inch front wheel, 3-4 inch tire. Speeded to 52-inch, other gears to order.

Price, \$250.

Ball pedals, \$5.00 extra per pair.

It is a steady, strong-running tandem, and the general appearance, it will be seen, is graceful and taking. It is one of the few non-convertibles for sale in this country.

ENCYCLOPEDIA. — Appleton's American, brand new, latest edition (sixteen regular, index and annual of 1881), bound in library leather; price, \$75, cost \$108. C. D. BATCHELDER, Sanford, Me.

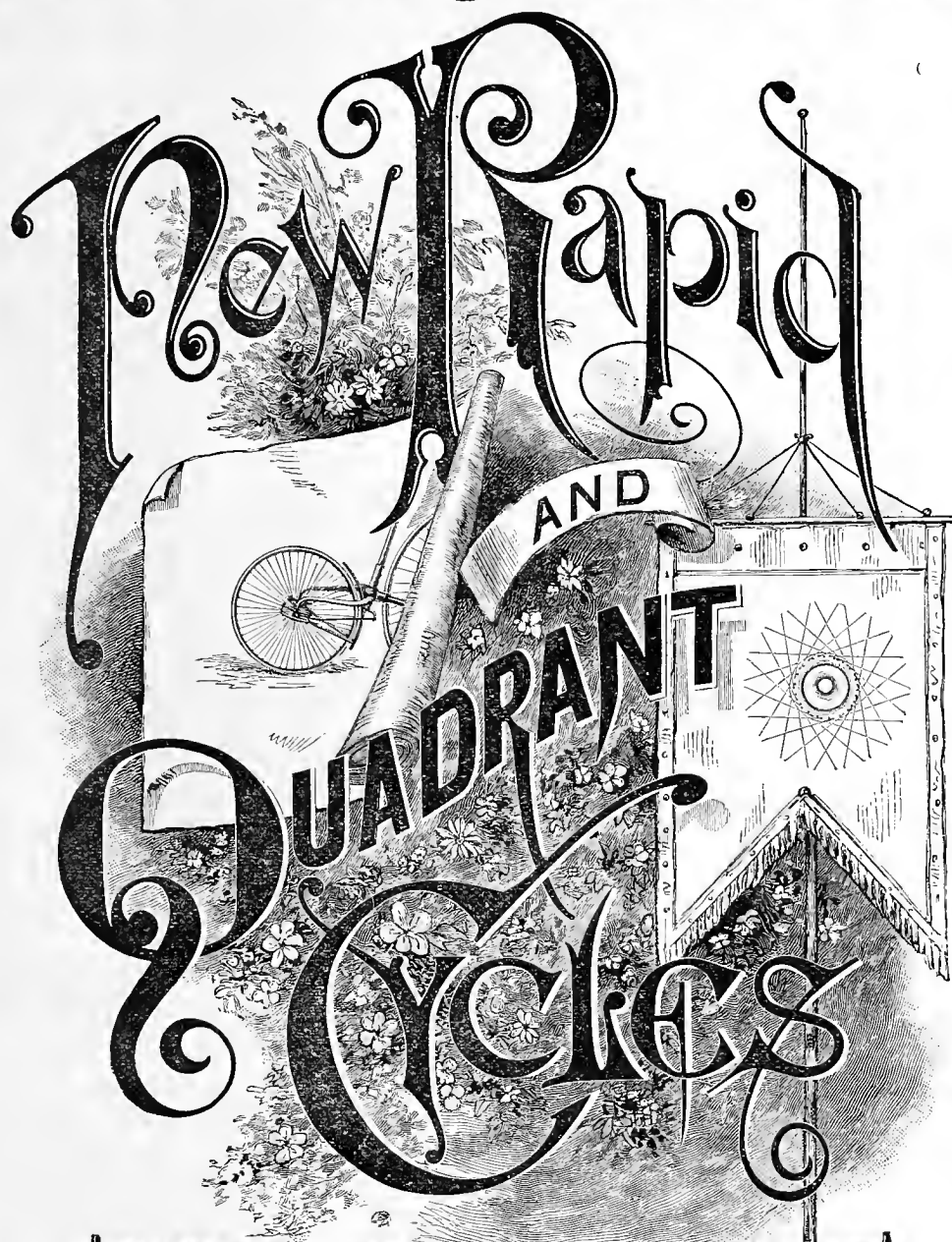
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APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication each of the following applicants are considered provisionally elected: R. G. Gamwell, 68 Doyle street, Providence, R. I.; Walter Plessner, Stero, Bloch & Co., Toledo, Ohio; Frank N. Clark, First National Bank, Omaha, Neb.; A. H. MacOwen, 216 South Third street, Philadelphia, Pa.; H. W. DeCourtenay, 64 Pearl street, Boston, Mass.; M. R. Winchell, New York Press Club, 120 Nassau street, New York, N. Y.; F. T. Campbell, 1016 Sherif street, Cleveland, Ohio; A. L. Eaton, Holdrege, Neb.; F. H. Parsons, United States Coast Survey, Washington, D. C.; R. C. Marshall, 30 Second street, Troy, N. Y.; C. E. Botts, Surgeon's Office, Troy, N. Y.; Mrs. G. W. Sumner, Harrington square, Dorchester, Boston, Mass.; G. W. Sumner, 152 Tremont street, Boston, Mass.; J. Mc K. Verhoeff, 740 Second street, Louisville, Ky.; Barton Brown, 22 East Third street, Williamsport, Pa.; Abram T. Smith, Atlantic, Mass.; E. W. Hodgkins, 18 School street, Boston, Mass.; W. B. Everett, 8 Berkeley street, Boston, Mass.; Mrs. W. B. Everett, Harrison square, Boston, Mass.; Miss F. Everett, Harrison square, Boston, Mass.

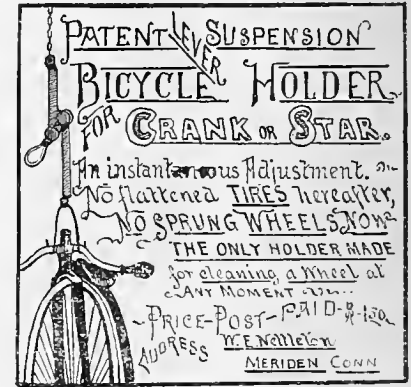
THE C. T. C. RENEWALS are now due, and although by mistake the English blanks and not the American ones have been sent to the American members in their December *Gazette*, the chief consul wishes us to say that the renewal fee is still seventy-five cents, which should be sent with the blank properly filled out, to the Acting Deputy Mr. Chas. H. Potter, 99 Superior street, Cleveland, Ohio.

The life-membership fee for the American Division is twenty-five dollars. Blanks which can be found in the December *Gazette*, can be used only by members of two years standing, and should be sent to Mr. Potter, as above.

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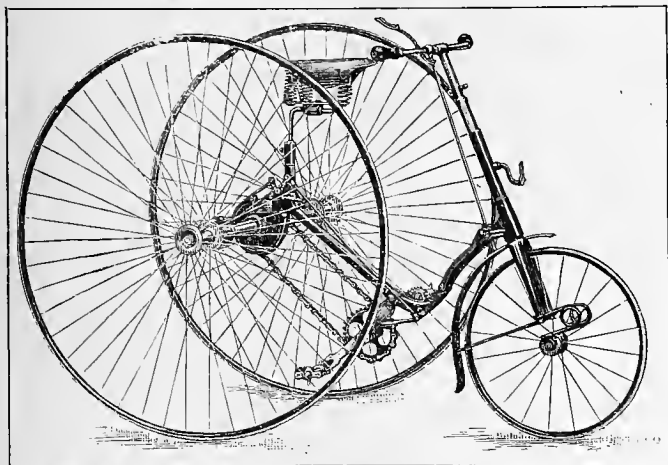
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COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "CUNARD" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day, to suggest an improvement in the design and arrangement of the "CUNARD," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK.

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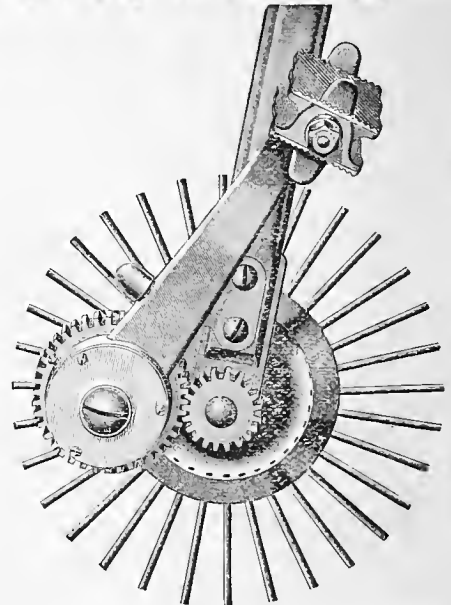
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PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

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FOR SALE.—One 52-inch Royal Mail, 1885, pattern, in excellent condition; spade handles, Kirkpatrick saddle, rat-trap pedals, etc. Address, H. L. B. care H. C. Curtiss & Co., No. 10 Bedford street, Boston.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

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BOSTON, 18 MARCH, 1887.

Volume XIV.
Number 20.

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without eloquence, and altogether lacking
in show of speech, but full, withal, of
things touching upon facts."

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To mail you our new Illustrated Catalog. Please send your address.

It will give you the whole story of Cycles we make, and help you to find what

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BACKBONE.—Warwick's Perfection Pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually, if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone; thicker at the large end, and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.



WITH OUR SPECIALTY:

Trigwell's Ball Head.

Extract from a London Letter to the L. A. W. Bulletin, Jan. 8, 1887:

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pook-pooed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

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For the past four years, as is well known, we have been importers of high-grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been in proportions and style the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut, and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts, and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails,

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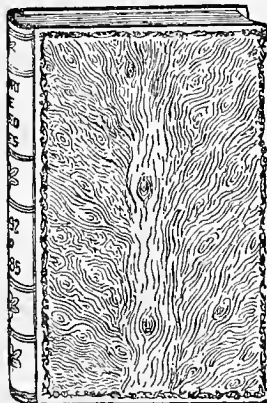
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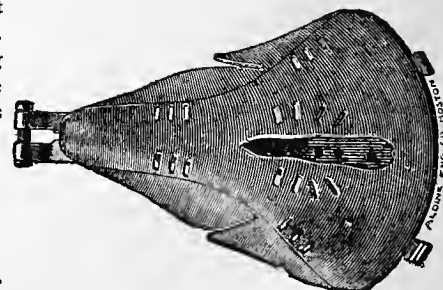
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 18 MARCH, 1887.

WE are sorry to note that the League loses nearly 3,500 members on closing the renewal books for the year 1887. The number of members, February 1, was about 12,000 as against 8,571 March 1. We hope to see the double figures reached again ere long.

WE were sharply called to account the other day by a friend of Mr. Atkins, for publishing the now celebrated letter from that gentleman to Mr. Shurman, of the Lynn Club. We were thus arraigned by the gentleman who was under the impression that *we* were the *first* to publish

the unfortunate production. We thought we made ourselves clear at the time we gave this letter in our columns, that we did not approve of Mr. Shurman's action in giving this letter to the public press, and that we would not have printed it, had it not been already published. We think Mr. Shurman betrayed a personal confidence in giving it to the Lynn Bee, and from which paper the Springfield Union copied it. These two papers had it from one to three weeks before we did. To repress it then would have been worse than folly on our part. Mr. Atkins showed lack of wisdom in writing such a letter, and Mr. Shurman did not do right in publishing a private communication.

WE have an idea Mr. Stevens will find the dry drudgery of editorial work quite different from that he has been accustomed to in a literary way. One might well enthuse over wild adventures in the Old World, and describe vividly, scenes that were full of rare material, but when it comes to writing pleasantly and entertainingly of ordinary cycling runs, club meetings, League rows, and the other everyday affairs of cycling, why it is quite another thing. We wish, however, Mr. Stevens much success in his new position, and welcome him to the ranks of wheeling journalists. We trust he will not suffer *Outing's* cycling department to remain in "the amateurish state into which it has fallen" in common with the rest of cycling journalism, if our good friend Prial can be believed.

THE Federation scheme advanced by Mr. Weston, the American Chief Consul of the C. T. C., will be found, as promised, in another column, and we have taken pains that every member of the C. T. C. in this country shall have an opportunity to read it. The question of Federation may now be considered as presented to the club at large, for we cannot doubt that the editor of the *Gazette* will with proper fairness, give to the American scheme equal publicity with the English scheme published in his April number.

Whether a really International Cycling Organization is as desirable a thing as we may think; whether if so, the C. T. C. will so enlarge its scope as to become such, and whether, if it does, it will adopt the principles of the English or the American Federation scheme, are the issues now before its members. In some way

the membership of the C. T. C. should definitely decide this matter before the annual meeting, in May next, and we beg our English subscribers to remember that our columns are equally open to them as to their American brothers for the expression of views, and publication of opinions directly bearing on the subject. And in all of this it should be remembered that there are two very desirable qualifications: First, courtesy; second, brevity.

WE are pleased to notice that the L. A. W. district covering Boston have nominated the old ticket, with the exception of Mr. Pratt, who, it will be remembered, distinctly refused to accept a re-election. Mr. Charles Richards Dodge has been nominated to fill the vacancy thus made.

WANT of space crowds out several interesting communications; notably, one from Dr. Blackham and "Karl Kron." We ask these gentlemen and others for a little patience.

The American Team in Clover.

WE are in receipt of a letter from Senator Morgan, in which he announces the safe arrival of the team at Londonderry, 1 March, after a rough and tedious trip of fourteen days. To quote from his letter:—

"The Derry Bicycle Club, headed by H. Ronson, Esq., C. T. C. consul, gave us a most cordial reception on landing. We remained in Derry over night, and part of next day, took in the sights of the ancient and plucky city, not forgetting a walk round the celebrated and historic walls. Taking the afternoon train, we arrived at Coleraine, distance of thirty-nine miles in about one hour and a half, and we were met at the station by Mr. Woodside Sr., Robert Taylor, Esq., M. P. for Coleraine, and a host of citizens who gave the "heir of the manor" a right royal welcome. That night, big bonfires blazed from many an adjacent hill top, and general rejoicing was held. My fame (thanks partly to the *WORLD*), as "Senator" had preceded me, and calls for a speech were so persistent, that overcoming my natural modesty, I sailed in. Standing in front of a blazing bonfire, I commenced, "Citizens of Shamrock land," and wound up with a burst of eloquence, stating what we *intended* to do with the Englishmen. This took 'em, and universal approval was evinced.

We intend to rest here about ten days, and as Mr. Woodside, Sr., has kindly insisted on our staying a month, we will put in ten days anyway on the future estate of the American champion. It is a fine property, and it makes me sigh for a like soft nest to pass my declining years in. Everything in, and about the house is at our disposal. and the reception

given Woodside by his family was affectionate in the extreme. A grand dinner party is to be given next Friday in honor of the return of "the wanderer," and the American team. The local M. P. will preside. On Monday, we dine with Mr. Taylor, M. P. This is how the ball opens. The papers had special correspondents to meet us, and the press generally, have long accounts of our arrival and *personelle*. More anon.

Yours, "SENATOR."

DUNDUAN HOUSE,
COLERAINE, IRELAND, 2 March, 1887.

Omaha.

YOUR correspondent quite agrees with you that it is about time for the Prince-Morgan controversy to cease. Personal journalism is not to our taste, and it was only that Mr. Prince might have justice done him that anything at all was said.

OUR ambitious young rider, E. N. Bullock, some time ago issued a challenge to the "only Eck" for a hundred-mile race for \$50.00 a side and percentages of the gate receipts. "The only" promptly accepted, and the evening of 19 February witnessed the contest. Two thousand persons were in attendance, and up to the seventy-fourth mile the race was an even thing and closely contested. At this time the "old man" was attacked with cramps, and was compelled to retire. Nineteen-year-old Bullock shot along with no diminution of speed, and it became evident that the record was sure to be demolished. Eck made several attempts to continue the race but failed. When he became certain that he would not be able to go on he addressed the audience in his usual happy vein, admitting himself fairly beaten, and requesting John S. Prince to go on the track and set a pace in order that Bullock might keep up his lick at the record-breaking. This the affable Jack did, and the result was a knock out for every hundred miles record indoors or out. The hundredth mile was passed in five hours, fifty-nine minutes and fifty-nine seconds.

At this announcement Bullock received a perfect ovation from the enthusiastic audience. Bullock first mounted a wheel about eight months ago, and has had about two months of track riding. He is nineteen years of age, and bids fair to become a "world's champion." On Saturday, 25 February, he defeated Charles Ashinger, an old-time rider, in a closely contested twenty-mile race. On the Monday following the first four-hour per day six-day race ever run was begun, with J. S. Prince, T. W. Eck, Frank Dingley, Edward Bullock, and Charles Ashinger entered. Dingley and Eck had been snow-bound for forty-eight hours, and the snowball diet did them up. Prince took a bad fall Tuesday night, causing him to abandon the race. This left the contest between Bullock and Ashinger, and such riding was never seen before. Each flyer had his friends, who cheered their man lustily as he shot around the track, keeping even for mile

after mile. Saturday night, at 11.30, when the report of starter Lytle's pistol rang out, Ashinger was riding about four inches ahead of Bullock, whose friends, however, claimed that Ashinger refused to take the pole when called for, and with evident truth, as it was plainly to be seen that Ashinger hugged the outside as closely as possible. Rather than cause any ill-feeling, however, the race was given to Ashinger.

At the close of the race a banquet given at the Millard Hotel to the riders, their backers, and trainers, was a fitting finish to the six-day race. The supper was one of five courses, and was a thoroughly excellent one, the *menu* being perfect in every respect. Speeches were made by those present, and for two hours a jovial spirit ruled the occasion.

In and Around Newark.

THE clubs which are to be represented in the Decoration Day road race, are anxious to get their men on the course for practice, but it will probably be a month yet before it is fit for use beyond the Telford and Macadam. A number of wheelmen were out yesterday on some of the avenues in Newark and the Oranges, but I scarcely think any of them tackled the outside roads.

TWO HUNDRED AND EIGHTY-SIX shares of the capital stock of the New Jersey Cycling and Athletic Association, on which have been paid sums ranging from ten to seventy per centum, will be sold at public auction, 4 April, at Oraton Hall, unless taken up by the holders before that date.

THE prospects are good for an early tournament being given under the auspices of the New Jersey Wheelmen, at least a large portion of the most active members are strongly in favor of it, and the subject will doubtless be brought up at the next meeting.

MR. AUGUSTUS M. HALL has disposed of his interest in the firm of Howard A. Smith & Co., to Mr. Smith, who will continue the business under the same firm name as heretofore.

GREENMAN, of the Ilderans, of Brooklyn, third man in the last road race, is going for first place on Decoration Day, and some of his friends think he will get it. Well, perhaps he will, but then there may be several others after the same position. Valentine, who was first in the first race, and second in the last, has changed his mount, and will hereafter "push the levers."

THE proposed county road over the hill, will be a boon to the wheelmen of Jersey City, who have at present scarcely a road fit to ride on.

Now that Elliot W. Johnson has positively declined a renomination as Chief Consul for New Jersey, the friends of Messrs. Cooley and Kinch should begin to do some lively canvassing for their respective candidates. I rather think the chances are slightly in favor of Dr. Kinch, although some of those who should do strong "pushing" for him, discuss the matter very "cooley."

THE contract for building the King Wheel has been taken by Reber & Saich, of this city, reports to the contrary notwithstanding. Kluge will also enter the employ of this firm.

THE Elizabeth wheelmen, by an almost unanimous vote, have decided not to affiliate with the A. C. U. RATCHET.

St. Louis.

G. I. JONES, ex-V. P. of the Missouries came down last Sunday to look at us. M. Drees of the Illinois Cyclers also spent the day on the asphalt. Visitors are getting numerous.

ROGERS will probably prove his claim as "sole manager" of the meet. The chairman failed to meet last week but will discuss their differences to-night and likely continue as an advisory body only. They were about to complete their work and prepare the details of the programme when Rogers interfered and said they couldn't.

DIVISION Secretary Ab. Lewis goes to Europe next month for a six months' stay. I don't know who will succeed him, as a number of good men have been mentioned for both Secretary and Chief Consul. Ab. has been a hustler.

AN invoice of the photos of prominent eastern men sold like hot cakes among the boys. Poor Mr. Aaron's phiz received especial scrutiny, and many were the opinions expressed thereon, both good and bad, according to their sympathies.

SEVERAL of the old Ramblers have given up the wheel, but a number are now Y. M. C. A. men, and as Bob Lee impudently puts it, "they are having a dickens of a good time."

LADISH returned from his eastern trip very elated on road race prospects. He says Hendee and Kluge, on new-fangled wheels, will come, and that the latter claims he will surprise somebody; also that Mills, of England, may be here. The race will be a 100-mile event.

BREVITY.

THE Overman Wheel Co. catalogue is out. It is a complete and very nicely printed book of 32 pages. Send for a copy to them at 182 Columbus Ave., Boston.

Delaware Dottings.

THE Delaware cyclers are in earnest, and will make a report of the roads and have them published, and perhaps we can exert some influence in having improved roads and streets.

THE Wilmington Wheel Club has started on its third year with active officers, and renewed interest. The membership will increase the coming season, as we shall have three new members at the next meeting, and several who have heretofore been lookers-on, will soon join our ranks.

WE have some very enthusiastic wheelmen; two have already this year made nearly 300 miles, and several expect to make a record.

DELAWARE is not the best field in the world for cycling, but we have the advantage of riding out of it in an hour, if we don't like it. We can find some good roads by going down the State to Middletown, and Dover, and the adjacent districts. By crossing the river to Salem, the run to Bridgeton and Millville is fine. The best all-day run we have, is from Wilmington to Tolchester Beach, on the Chesapeake Bay. Two of our members rode to Baltimore, took the steamer to Tolchester and rode home from there and, reported the roads very fine.

THE finest trip we take is from Wilmington along the historic Brandywine, to West Chester, thence to Paoli, and from there to Philadelphia, by the famous Lancaster pike, and home by train. This route is hilly, but part of the road is well shaded, and the scenery is fine. Although we have only a few good roads at home, we can manage to have a good time by borrowing from New Jersey, Maryland, and Pennsylvania.

WE made considerable progress in the past year. One year ago we had four L. A. W. members. We now have twenty-seven. We had then twenty-two Club members, we now number forty-one, and at least thirty-five are active. If we were asked how many cyclers there are in Wilmington, we should say about sixty; and in the State less than one hundred.

C. W. T.

Things Jersey Men want to Know.

WHETHER the L. A. W. proposes to advance racing interests, or kill them?

What Bassett's relations toward the racing men will be?

Whether the *American Athlete* was started for spite, to organize a new League, or to kill the L. A. W.?

Whether we will ever see a race between Rowe and Hendee, or not?

If Walt Higgins is going to cultivate a moustache?

If any cycling paper in this country can "crawl over" the BICYCLING WORLD? RATCHET.

The *Bicycling World* recently produced a par. in which some nobleman offered to exchange forty acres of land

for a "Humber Tandem." We hereby wish it to be known to all and sundry, to "searching" cyclists, to sham cyclists, to learned divines, and others generally, that we are open to receive three acres in the vicinity of The Bank in exchange for a highly-finished and matchlessly-caparisoned pair of scissors, disposed of for no fault; owner going abroad being the sole reason for disposing of same.—*Cycling Times*.

The last number of the *C. T. C. Gazette* comes to hand as usual just at this time. A hurried scanning of the pages reveals lots of letters from members who are perfectly frantic with delight over the beauty and originality of "that new badge."

A Race for Blood.

LAST night 8 March, about seven o'clock residents on West Pine street heard a great clattering of galloping hoofs and rushing to the doors expecting to see a runaway, discovered a man and a woman in a buggy dashing madly along behind a panting horse which was kept plunging ahead at his limit of speed by constant lashing with the whip. Just in front of the rig were a couple of bicyclists, leaning over the handle-bars of their tall wheels and pumping for dear life. Everybody thought it was only a harmless race between flesh and steel, until just as the flying party reached the Y. M. C. A. building at Twenty-ninth and Pine streets, the horse was seen to waver. One of the bicyclists yelled: "Look out, your horse is going to fall" but no notice was taken, the whip falling only the faster. Only a few feet further the beast struggled, and then he stumbled and went down, a complete wreck. An immense throng gathered, till finally a policeman came along and ended the animal's sufferings by shooting him. It turned out that the driver of the horse, which was a speedy animal, had attempted to run the wheelmen down shortly after leaving Forest Park and the race had been kept up all the way in the Washington Avenue road. Coming up the long hill near Grand Avenue the boys suffered from the mud, and the horse gained on them perceptibly, and on reaching the Pine street asphalt pursued and pursuer were pretty close together. Then the race was hot up the pavement till the horse fell. The driver's name was not ascertained.—*St. Louis Post Dispatch*.

Last Run of the Season from Girard, Ohio.

ON a pleasant morning of last fall, after old Sol had dispelled the heavy fog that lay upon all the valley, and his bright rays had added a genial warmth to the chilly atmosphere, I mounted my wheel to take a short vacation in the country, and enjoy a few days of cycling during the golden month of October. I selected a new route, and found the roads were in splendid condition. In a short time I had left my native town far behind, and

was speeding along through the ever-changing scenery of a beautiful country.

The blood coursed swifter through my veins, and I was thrilled with a new life as I wheeled through valleys where the

STREAMS FLOWED LAZILY

in the shade of the trees, or dashed over the rocks in musical cadence. I coasted down many a hillside, where the brightly colored leaves of autumn covered the earth as with a mantle, and the birds sang sweetly by the wayside. While at the height of enjoyment at these beautiful scenes, my train of thought was interrupted by a header, which had the effect of changing my feelings from contentment to humiliation, especially when any person was looking. But I digress. I indulged in many long coasts down the hills, and bent myself in my endeavors to climb others, all to the delight of the small boy, who would sit on the fence and shout lustily that old-time phrase, "Git there, Eli." All went smoothly and pleasantly, until going down a steep hill into Middlesex I slipped a pedal, and away I went down grade at a terrible speed. The sensation that ride produced upon me was not very pleasant. I thought of a thousand things, but the reflection that was uppermost in my mind was, what

KIND OF A SEND OFF

they would give me, if they could find enough of my remains to have a funeral. Luckily, the hill was smooth, and I escaped without falling.

By noon I had reached Mercer, Pa., where I satisfied the inner man by stowing away a large dinner, served up by the genial proprietor of the Whitslar House. After a few hours resting, I mounted again and proceeded to Bohn's Corners, where I remained several days, taking occasional runs into the surrounding country. Nothing can equal the exhilarating effects of a bicycle ride through a beautiful country. Your heart beats gladly, and you catch the infection of the singing birds. But your song is

CHANGED TO ANATHEMAS

when the farmer's dog rushes out to greet you and sample the quality of your veal. You have all "been there" if you have ridden much.

From Bohn's Corners I wheeled to Fredonia. This is a small country town, where the appearance of a bicycle attracts considerable notice, and I was often referred to by the kid element as, "man on a wagon wheel." From here there are several routes leading out into the country that afford splendid riding for the cyclist. After remaining here two days I reluctantly turned my face homeward. On the morning I departed, clouds began to appear on the horizon, but I thought I could reach home before it rained, and so I could, had I not stopped beneath the spreading chestnut trees, whose tempting fruit allured me to a halt more than once. On reaching the top of a certain hill, I passed an old man, driving a rig

that appeared to be in the last stages of dilapidation, and I concluded to surprise him by spurting down the grade and show him the advantages of traveling *via* bicycle. I felt rather proud on my noble "steed of steel" as

I PASSED THE OLD HORSE, but "pride goes before a fall," and in my case there was to be no exception to the rule. I started down at a rapid pace, struck the very stone that I tried to avoid, and performed some acrobatic feats that were quite amusing—to spectators. It was a header. It was not a common, everyday header, but a grand, spread-eagle, extravagant header, that one can not afford to indulge in only on special occasions. I turned a somersault, and my legs snapped under me so viciously that my shoes were jerked off like a cracker from a whip end. My watch sought refuge in a heap of sand, and the contents of my pockets were scattered around promiscuously. My wheel ran on a short distance and hid its head in a brush heap, either

ASHAMED OF ITS CONDUCT, or to hide a possible smile. I heard the old man chuckle to himself as he came up, and he could not refrain from asking me the old chestnut that has been fired at wheelmen in the same condition that I was, "Did your horse throw ye?" I replied that the general appearance of things indicated quite a throw. After I had found my shoes and brushed the dust from my clothes, I mounted my wheel and rode on, trying to appear as unconcerned as though such headers were necessary and really pleasant occurrences. When I had proceeded about two miles further it began to rain, and I retreated to a barn. It stopped after a while, and I started out again, but the road was muddy and slippery, and in a short time the bearings of my wheel began to sound like an axe on a grindstone. I had to stop several times to dig the mud out of the rear forks so that the wheel would turn. To add to my comfort, (?) it began to rain again, and I concluded to walk. As pushing a wheel in such mud was out of the question, I shouldered my horse, as the old man called it, and tramped along, whistling the tune, "When Johnnie comes Marching Home." At last I reached the top of the hill that overlooks Girard, and as the road was not so muddy there, I mounted and rode into town, resolving to be more prudent next time, and not venture out when the indications of bad weather were so strong. But it is all in a cyclist's life. F. R. G.

JOHN HARRIOTT, is probably one of the best known medal makers in Boston. Already this year he has mane over four hundred medals for the schools of Boston alone. He is the "official" medal maker of the Boston and Massachusetts clubs. Bicycle and other clubs, all over the country, should send to him for designs and prices. See his advertisement in another column.

CURRENT E CALAMO

An Incident.

A WHIRL, a rush, the scorcher flies
Swift past me, as I slowly wheel.
"Come on, I'll do you up," he cries,
And pangs of envious pain I feel.
For when a man is forty-eight,
And lithe eighteen flings taunt and jeer,
It's hard to be by cruel fate,
And adipose, kept in the rear.

Along about a mile or so,
A glorious coast my spirit cheers,
To think I may so swiftly go,
In spite of heavy weight and years.
And at the bottom of the hill,
I find the scorcher on his head,
He evidently had a spill,—
I "do him up," in lint, instead!!

PEDALS.

THE Springfield toboggan slide is in a hole to the tune of about \$900. Delinquent subscribers is the cause.

"WHO is the 'colonel'?" is asked by almost every cyclist we meet nowadays. We "suspicion" his identity, but we don't know. We think he resides in Philadelphia.

IF the average League member cannot get his little \$1 worth of fun and excitement out of the row now at its height, he must be hard to please.

BRANTFORD, Upper Canada, has the honor of being the place selected for the next meet of the C. W. A., and the date is 1 July.

NOW is the time to sell your last year's mount, and what better medium can be found to let wheelmen know you have such to dispose of than through the medium of our five-cent-per-line "For Sale" column?

THE team of American bicyclists—William M. Woodside, William J. Morgan, and Ralph Temple—arrived at Londonderry 28 February, on the steamship "Belgravia" (Anchor line), all well, and at once proceeded to Coleraine, the ancestral home of Mr. Woodside.

MR. C. STUART NAIRN has been writing to the *Cyclist* his impressions of the Boston Bicycle Club house and tobogganing. He is enthusiastic over both.

AT Stonebridge, England, over eight hundred riders put in an appearance in one day, 27 February. The roads and the weather were reported as "grand."

THE "Vendome" is no longer a League hotel in Boston. The Tremont House will take its place. League members will please take notice.

FOR a good wide-awake salesman, there is a first-class chance to secure a fine position by answering the advertisement of K. K. K., which appears in this issue.

FRAZER and McCurdy are hard at work in the gymnasium at Smithville, N. J., getting in shape for road training as soon as weather and surface permit.

THE *Wheel* will give space hereafter to tennis. Brother Prial will occasionally go on a "racket" hereafter. It will be his "fault," and "serve" him right if he does not "net" something out of the venture, "deuce" take it.

NELLIE: "Were you ever tobogganing in Canada?" Minnie: "Yes; but it isn't half so nice as it is in Boston." "Too cold?" "No, that doesn't matter; but the slides are so awfully steep." "Steeper than ours?" "Oh, ever so much. Why, they are so dangerous that the gentlemen can't do a thing but just watch the course and steer." "O!"

WE do not know what the *American Athlete* may develop into, but the first number is devoted almost entirely to the laudation of Messrs. Aaron and Wells, and the condemnation of Bassett and his supporters. There is much plain talk indulged in and some of our own local leaders come in for a share of abuse.

MR. HERBERT W. GASKELL'S engagement with the Coventry Machinists Company having ceased, he is no longer in its employ. The company will, we are informed, continue its business, at all events, up to the first of September, and then, it is not unlikely, discontinue. In the meantime, the company has a lot of good machines, of late patterns, to dispose of and we would like our readers to look them up.

THE new "Victoria six in hand" made by Singer, has been having some very severe and complete tests and is proving itself a tremendously fast, safe, and easy machine.

WE are sorry to hear that Mr. C. E. Pratt has positively refused to allow his name to be used in connection with a renomination and election as Representative from Massachusetts.

MR. LADISH is reported in the *Post-Dispatch* as saying that Stoddard & Lovering not having any American riders in their employ will probably send to England for some one, possibly Mills. Well, we don't know, but we think Doane, who is with the Rudge people, is an American, and he will not finish last in the great 100-mile race if he starts.

THERE is a certain hill called Weather-oak, near Blank, Blankshire, England, that has heretofore baffled all attempts of cyclists to ride up same. On 26 Feb., Mr. Alfred Bird, of the Speedwell Bicycle Club, rode up the hill on a Quadrant tricycle, in the presence of witnesses.

IT is the same in England as it is here, judging from the the following taken from *Wheeling*. "The Cycling paper of a certain class is like to the grass of the field. It groweth up and for a short time flourishes, to outward seeming, and then the wind (up) passeth over it and the bookstalls know it no more."

W. A. ROWE answers Fred Wood's challenge: "In reply to the challenge of Fred Wood, which was forwarded from



SEND
FOR
1887
CATALOGUE.

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THE RUDGE BICYCLETTE.

FASTER THAN A BICYCLE.

SAFE AS A TRICYCLE.

STODDARD, LOVERING & CO.

152 Congress Street - - - - - BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.

HOW IS THIS FOR A LINE OF WHEELS, GENTLEMEN?

We think it about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, \$100.00.

THE AMERICAN LIGHT CHAMPION, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, \$115.00.

THE AMERICAN CHALLENGE, much improved and fitted with cow-horn bars; as formerly, the best machine on the market for the money. Price, for 48-inch, \$70.00.

THE AMERICAN SAFETY, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, \$74.00.

THE AMERICAN LIGHT SAFETY, after the lines of the regular safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, \$115.00.

THE AMERICAN IDEAL, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from \$25.00 to \$50.00.

THE AMERICAN IDEAL TRICYCLE, two-track, the young ladies' companion to the bicycle of same name. A really beautiful little three-wheeler, in two sizes, 30 and 34-inch. Price, \$40.00 and \$45.00.

THE AMERICAN CHALLENGE TRICYCLE, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44-inch. Price, \$80.00 and \$95.00.

THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34-inch. Price, \$60.00 and \$75.00.

THE AMERICAN CHALLENGE TANDEM, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46-inch. Price, \$120.00 and \$135.00.

1887 CATALOGUE, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

CHICAGO, ILL.

Sydney, N. S. W., and appeared in the *Clipper* some weeks ago, I would state that if Mr. Wood means business let him deposit a forfeit, as is customary, and it will be promptly covered, with the understanding that the match be made to be run off in Lynn.

ALBANY is always a few years behind in "ideas." *Vide* the move on foot in that ancient burg to popularize knickerbockers as part of an everyday costume, and they look on it as an *original* idea. Why bless you, boys, it has been tried in other cities *years* since, and given up as impracticable.

A CURIOUS story comes to us as to how Burley B. Ayers stepped out and Van Sicklen stepped in to the Chief Consulate of Ill. It seems for some time a number of Van's friends have been busy securing promises to vote for him, and in due course this came to the ears of Burley Ayers, who then held office. On inquiry he found that defeat awaited him if the contest ever occurred, and he then took a step on which his opponents had not reckoned. His work was quietly done, and when he announced to the meeting that his resignation had been tendered to and accepted by the President of the League, and Van Sicklen appointed in his place, his hearers were thunderstruck. So the matter stands, however, and Van Sicklen is Chief Consul of Illinois.

Life seems determined that *Outing* shall not outdo it in the field of travel and exploration, and therefore, as Stevens had encompassed the globe, by land and sea, on a bicycle, the management of *Life* started a man out in a canoe to discover Pike's Peak. He accomplished the feat, although in crossing the plains and descending the mountains he had often to stop on account of a hot keel.

MR. LADISH is reported as saying that Kluge will ride the Springfield Roadster in the great Clarksville road race. We want to correct Mr. L.—by saying that Mr. Kluge will ride the King bicycle if any on that occasion. He further says Hendee will ride the King. You got mixed up, Mr. Ladish; Hendee rides the Springfield Roadster.

CYCLISTS are much interested in a case tried at Mt. Holly, N. J., 5 March, in which the rights of wheelmen were involved. A suit was brought by D. Morris Haines, a Moorestown farmer, against James L. Moore for \$100 damages. Haines was driving a four-mule team along the road near Moorestown and met the defendant riding a bicycle. Haines held up his arm to warn the cyclist, and finally called out that the mules were frightened. It was alleged that Moore disregarded the warning, and the result was that the mules broke the wagon and the damages were claimed. The case is not concluded.

No more riding through Prospect Park Brooklyn, N. Y., excepting on the West

side drive, and the Methermeal Circuit. Brooklyn is blessed with its quota of irresponsible kids who rush along paths utterly regardless of the decencies and proprieties that should govern his actions towards others, hence the rule.

It is suggested that a "Daisie" time awaits the future readers of the *Bulletin*. This from the *Item*.

GEO. D. GIDEON is named as the probable successor of Mr. Wells, should the present "unpleasantness" result in the latter retiring from the office of chief consul of Pennsylvania.

THE annual meeting of the A. C. U. will be held Saturday, 26 March, 11 A. M., at the U. S. Hotel, Boston, Mass.

WE were getting anxious, but our mind is now at rest, for is it not announced that Kennedy-Child will return this week?

THE *Herald* says: "The first pleasant day will bring out many bicyclists, who, like the early bird, are the first to enjoy the fresh sunshine of spring." This is an improvement on "the early bird catches the worm."

MR. ERVING MILLER, as captain of the Philadelphia Bicycle Club, will be missed. His retirement from that office was much deplored by his fellow members.

THE "Pensy's," of Philadelphia, have made a call for the remaining twenty-five per cent of the subscription for the building fund of their new house. When finished it will be second to none.

PHILADELPHIA men are trying hard to induce the "vet" Gideon to take to the path next season. He never was in finer shape at this time of the year, so 'tis said. We would like to see him back again among the flyers of 1887.

MR. STEVENS seems to think that Japan affords a magnificent field for the bicycle in the near future. The "Japs" are progressive, and know a good thing when they see it. Who will be the first enterprising firm to establish an agency in Japan?

It seems that never in the history of Philadelphia have such great improvements been made on the roads as during the past twelve months.

Tricycling Journal suggests a special form of saddle for ladies' use, which will obviate the objection of catching the dress, as in the present form. It should be made with the peak turned down, and a piece of smooth leather, continued almost in the shape of a ball, so as to leave no projecting edge to catch the dress. It should also be made with a sliding or swinging action, so it can be pushed back or brought forward when the rider is ready to mount or dismount.

MR. J. T. IVES, of Meriden, Conn., desires us to correct a statement that appears in our last issue, to the effect that he proposed to join the professional ranks. He denies it. He says: "The

item may have had reference to my brother, F. F. Ives, though I know nothing of his plans for the ensuing season."

The C. T. C. as an International Club.
Chief Consul Weston's Scheme.

SAVIN HILL, BOSTON, MASS., U. S. A.
14 February, 1887.

TO HENRY STURMEY, ESQ.,
Hon. Sec. Federation Committee C. T. C.
Coventry, England.

Dear Sir,—Your favor of the 21st ult. and enclosure, came duly to hand, and I at once wrote you, promising to shortly submit to you my views. This I beg now to do, as follows: In my opinion, the C. T. C., if it would justify its claim to the title of an international club, has before it, no more important problem, than the one of how to most wisely develop its international features, and I have, therefore, given to the Federation scheme, as set forth in your printed circular, my most careful consideration. While your scheme does not, in my judgment, sufficiently cover the ground, I hail it as a step in the right direction, and rather than lay myself open to the charge of blocking the wheels of progress, I beg you will represent me to the members of the committee as concurring in it; unless, indeed, as I hope, they should see fit to change their action on account of the suggestions which I am now about to make. For if the scheme, as drafted by them, should prevail, it should not, in my opinion, be regarded as finally disposing of the matter, but merely as the *beginning* of a reform which must eventually be completed, if the C. T. C. is—(as I have so long hoped), to cover the world-wide territory which lies before it waiting. I cannot suggest for the ideal C. T. C., which I believe will some day exist, any more fitting model than the governmental practice of these United States of America, which with a breadth of territory greater than the miles between us as I write, are each enjoying territorial independence within their own boundaries, subject only to the supreme authority of the national centre; in the production and maintenance of which supreme authority each State is, by the constitution secured adequate and impartial representation. If circumstances permitted me to work actively with your committee, I should urge the application of the same principles to the governing of the C. T. C., shaped somewhat as follows: In the same way that the seat of national government in this country is permanently established at Washington, I would have the seat of international government of the C. T. C. permanently established at the commercial centre of the world,—the city of London. In the same way that the national territory of this country is apportioned into states, each with its well-defined boundaries. I would have the INTERNATIONAL territory of the C. T. C. apportioned into "divisions," each with ITS NATIONAL boundary. This, if done to-day, would

give us eleven "divisions," (1) British, (2) American, (3) French, (4) German, (5) Belgian, (6) Dutch, (7) Austro-Hungarian, (8) Canadian, (9) Danish, (10) Swiss, and (11) Foreign-General. From the latter, other national divisions would be from time to time produced. In the same way that the States in this country are conveniently subdivided into counties, I would have the "divisional" territories of the C. T. C. conveniently subdivided into "consulates" (they are now called "State Consulates" in this country) each with such geographical boundaries as local need and convenience might dictate. If this were done to-day, we should have in England (unless more fitting abbreviations were devised), such consulates as the "C. of N. E." (instead of N. E. D.) the "C. of S. W. E." (instead of S. W. E. D.), etc., etc.; in this country, the "C. of N. Y." (Consulate of New York), "C. of Mass." (Consulate of Massachusetts), "C. of Ill." (Consulate of Illinois), etc., etc., and equivalent consulate subdivisions in all other countries, whether France or Australia, or elsewhere. In the same way that counties in England are subdivided into parishes, I would have each "consulate" subdivided into "districts," and as each "district" would be the working ground of one local consul, I would have its territory defined more with regard to its area than the numerical strength of its membership. For the adequate representation of every consulate and division in the club so constituted, my suggestion would be one of centralization. In their general principles, our rules as laid down in the handbook would remain much as they are at present, but the more comprehensive scheme of organization, the enlarged territory of the club, and the necessity for absolute equality in representation, would naturally result in many important changes in their details. These changes would demand the wisest and most careful consideration by a committee having the leisure, as well as the ability, for such an important work; and should secure to our members a franchise which (without pretence to details) should embrace the following leading features:—

Each "District" should be entitled to one Consul.

Each "Consulate" should be entitled to one Chief Consul and one Representative Councillor, with an additional R. C. to each five hundred of membership over and above the first five hundred. The members of each Consulate should, by ballot (postal or otherwise), elect their C. C. and R. C's annually. The C. C. should appoint all local Consuls one to each "District" within his consulate. The Chief Consuls and the Representative Councillors should form the "Divisional Council"—one council to each "Division" and should annually elect from the members of such Council one "divisional president" who should be the executive head of that "Division." Each "Divisional Council" should annually elect, not

necessarily out of its own body, but if not, then necessarily out of the club membership at large, and preferably out of that portion of it resident in England, Executive Councillors (substituted for our present "Representative Councillors") on the scale and in the general manner provided for our Representative Councillors in the present club rules (Rules 22, 23, 27, 33, 35, 36, 37, etc., changed in detail, as may be necessary), so that the Executive Council should be formed of the executive councillors only, etc.) The "Executive Council" so formed would have its established place of meeting and its regular meetings at London. It would elect its own president and other executive officers out of its own body, and they would become President and Executive Officers of the whole C. T. C., of which the Executive Council at large would be the supreme international governing authority. Thus the entire membership throughout the world would have on the "Executive Council" equal representation, according to the numerical strength of its various "Divisions," for every individual member no matter what his or her nationality, would have elective representation in his or her own "Divisional Council" and every "Divisional Council" would have equal representation according to its numerical strength in the supreme "Executive Council," permanently established in London, and controlling by the suffrages of the entire membership the action of the club all over the world.

In the matter of yearly dues, I am quite in accord with the Federation Committee. Let each division determine its own subscription, only let it be provided that no division shall tax its members more than double the amount of the present English subscription. (My division would not object to \$1 50 annually, I am sure.) Let each division pay into the treasury of the Executive Council at the rate of two shillings and sixpence per member per annum, and let it retain the balance and the entrance fees, in its own hands for its own divisional expenses. Not only, would this make each division self supporting, but if by my scheme, or by some better one, the C. T. C. can be made a really international organization, it is not unreasonable to look for an enormous addition to our membership, and consequently for the possession by the Executive Council of a fund large enough to make the C. T. C. a POWER (not merely an influence) for good. The possession of such a fund might enable it to request with authority, in many matters within its legitimate province, wherein it now either humbly sues or else takes no action at all. In the belief that the Committee are with me as to the desirability of the objects which I seek to attain, and being convinced that only by some such method as that which I have sketched, can the attainment of these objects be satisfactorily effected, and the true international growth of the club fostered, I now beg to submit to you, as a substitute for "Draft

Scheme" which the Committee have prepared, the following:—

Scheme for the International Development of the C. T. C.

ALL countries where there are less than 500 C. T. C. members, shall be considered as belonging to the "Foreign General" Division, and subject to the rules for such division provided, but,

1. The members of the C. T. C. in any country where they number 500 or more can become affiliated as an organized division, and entitle themselves to an independent charter from the Executive Council by the following method of procedure.

2. Every member in the country in question must be notified by mail over the signature of the acting chief consul, that on a date, not less than one calendar month after date of such notification, and at a place therein named, they will be required to vote, either in person or through the mail, by printed ballot (which must be enclosed with the notification), as follows:

I of a member (No.) of the C. T. C. do by this, my vote declare as follows:—

On the question of whether the C. T. C. membership in this country shall apply for a charter as a separate organized division of the C. T. C., with equal rights, privileges and duties with all other chartered divisions of the club. My vote is*

* Fill in this blank with "Yes" or "No."

On the question of whether a preliminary council of five members shall be appointed with instructions from this membership to at once take the necessary steps provided by the club rules, to secure such charter. My vote is*

* Fill in this blank with "Yes" or "No."

And I nominate to serve on said Preliminary Council, the acting chief consul of this country, and the following four members of this division.

1. of
2. of
3. of
4. of

And to said pre-council formed as above, or as the majority vote shall determine, I hereby assign all authority which I, as a member of the C. T. C. may possess. I empower them collectively to represent me personally at all their council meetings, and I agree to accept, and to fill to the best of my ability any official position to which they may assign me.

Signature.....

3. At the place of meeting (ten members to form a quorum), at the hour appointed, the chair shall be taken by the acting chief consul, and on the meeting coming to order, a temporary secretary, a d a temporary treasurer shall be elected to hold office till the resignation of the pre-council.

A committee of five members to collect, sort, and count the ballots, shall then be appointed by the chair, and the election of the pre-council shall follow, the result of which election shall be reported by the committee to the chair, and by him declared to the meeting.

The election of the pre-council shall be by the printed postal ballot only; every ballot received, either by mail or by hand, being counted.

After the election of the pre-council is completed, the meeting will be at liberty to offer by vote such suggestions, as it may deem expedient, but the pre-council shall not necessarily be guided by any of the suggestions so offered.

The meeting shall then adjourn, *sine die*.

4. As soon as conveniently may be, the pre council shall hold a meeting at which the acting chief consul shall preside.

The business of the council shall be,—

A. To choose a chairman, and to receive and accept the resignation of the acting chief consul, and the delegation by him to the council, of all authority which he hitherto possessed.

B. To divide the country into such geographical or governmental portions as may seem expedient. Each portion is to be numbered and to be called a "consulate."

C. To appoint to each consulate, one chief consul, and one representative councillor, with an additional representative councillor to each 500 members over and above the first 500 therein.

D. To declare the establishment of the Divisional Council of the country in which they are working, and to record such Divisional Council as consisting of the chief consuls and representative councillors appointed (C) above.

E. To instruct the secretary to notify the chief consuls and representative councillors as above of their appointment, and to prepare an application for charter to be signed by each member of the pre-council, and to be forwarded to the executive in England, together with a report of the business done at the previous meeting or meetings.

5. The pre-council shall, pending receipt of the charter, act as the governing authority of its division,

but on arrival of the charter, they shall call a meeting of the Divisional Council, at which they shall transfer the charter to its keeping, and resign to it their authority. The division shall thereupon, pass into the hands of its Divisional Council, who shall assume its government under the C. T. C. rules for such cases provided.

Upon assuming the government of the division, the Divisional Council shall hold a meeting and elect from their own body a president, a secretary, and a treasurer, each to continue in office until the end of the divisional year. At this meeting the first business will be the formulating of such divisional by-laws as may be required, which by-laws shall be submitted to the divisional membership for ratification or amendment at a meeting to be then appointed. Votes on this shall be admitted either personally or by mail.

The by-laws may provide, as deemed expedient under the rules of the club, and harmonious, therewith, and SHALL provide as follows:

A. That applications for membership can only be granted subject to their acceptance by the Executive Council, pending which, provisional tickets shall be issued to all candidates not objected to, within ten days from the publication of their names in the paper which the Division Council shall appoint as the divisional official organ of the club. The executive secretary to send full tickets to all members on their election through the medium of the *Gazette*.

B. The divisional annual subscription may be any sum not exceeding twice the club subscription, which latter shall be forwarded to the executive, and the balance shall be, together with all entrance fees, retained by the Divisional Council for the working expenses of its division.

C. Meetings of the Divisional Council to be held monthly at such place or places as may be deemed expedient. No business to be transacted at these meetings, except at the inaugural council meeting, other than shall appear on an agenda paper to be mailed to each member of the council at least twenty days before such meeting is to be held, and on all such business Divisional Councils and chief consuls may vote either by mail or in person.

D. The Divisional Council shall transact all business directly concerning the country it represents, but shall submit all propositions of an international or general nature to the Executive Council of the C. T. C. for its action.

E. A statement of the accounts of the division, and of the work done in and by the division shall be by the Divisional Council submitted to the Executive Council in time for its acceptance at the January Executive Council meeting in London.

6. The divisional year is to end upon a date which shall admit of the result of each divisional election and the election of Executive representative councillors reaching London by mail, in time for its publication in the same number of the *Gazette* that announces the result of the election in the British division (this date will necessarily vary according to the distance of the division from England).

7. One month prior to the close of each divisional year a general meeting of each consulate in the division shall be held, and the annual election of divisional chief consul and representative councillors, consulate secretary, and consulate treasurer, shall take place. The voting shall be by ballot, no mail votes to be counted, unless they have been received at least one week previous to the meeting. At annual general consulate meetings, the quorum shall be ten, and the order of business as follows:

A. Reading of minutes of last consulate meeting by the secretary.

B. Report of consulate treasurer.

C. Election of chief consul.

D. Election of representative councillors.

E. Election of consulate secretary.

F. Election of consulate treasurer.

All the foregoing to hold office to the end of the divisional year.

G. General business and adjournment.

Each consulate is entitled to one chief consul, one secretary, one treasurer, one representative councillor with an additional representative councillor for each 500 in its membership, over and above the first 500.

8. The consulate secretary shall at once notify the divisional secretary of the result of the election and of the business transacted at the meeting.

9. At the close of the divisional year, a general meeting of the division shall be held at some convenient place to be preceded by the annual meeting of the Divisional Council which shall be held at the same place on the day previous to the general meeting.

At the annual meeting of the council, the order of business shall be:

1. Report of secretary of the business of the council during the past year.

2. Report of the treasurer.

3. The report of the secretary of the results of the last consulate elections.

4. Introduction to the divisional president, by the secretary, of the members of the council for the ensuing year.

5. Dismissal of the council by the president, and adjournment.

10. Immediately on adjournment, the incoming council shall assume their seats, the outgoing president retaining the chair. The order of business at the inaugural meeting of the Divisional Council shall be as follows:

A. Election of president, to whom the outgoing president shall at once resign the chair.

B. Election of executive councillors to represent the division at the meetings of the Executive Council in London. The number of executive councillors shall be according to the numerical strength of the division as per the C. T. C., Rules 22, 23, etc.

C. Election of divisional secretary.

D. Election of divisional treasurer.

E. General business.

11. As soon after as may be, the retiring secretary and the retiring treasurer shall surrender to the incoming secretary and treasurer, the books, cash, and such other property of the division as may be in their possession.

12. At the annual general meeting of the division, the chair shall be taken by the outgoing president, who after calling the meeting to order, shall introduce the president elect, who shall assume the chair. The order of business shall then be as follows:

1. Report of the outgoing secretary.

2. Report of the outgoing treasurer.

3. General business and adjournment.

13. The notification of the Executive Council of the result of the divisional election, and the submitting of the report of the past year's work and finances shall be attended to by the retiring secretary and treasurer, as soon after the annual meeting, as possible.

14. Badges, cloth, and other club requisites and exclusives, shall be obtainable from the executive secretary by each divisional secretary only, and at reduced rates to be determined by the executive on the basis of a small advance over actual cost.

15. Each Divisional Council shall have power to arrange for its own division, a special hotel tariff and such other advantageous features for the membership, as may be practicable. The appointment of C. T. C. hotels, local consuls, official repairers, and official tailors, shall be with the chief consuls, each for his own consulate, subject to the approval of the Divisional Council to whom all appointments must be submitted.

16. Each Divisional Council shall have power to print and issue a separate annual handbook for its division should they deem it expedient, but in such cases, the issues must take place at a date which will admit of a copy of the book reaching the executive not later than the first of each February, and a copy shall be so mailed to the executive by the divisional secretary, for insertion in the general official handbook of the C. T. C.

17. The general rules of the C. T. C., so far as they relate to the conduct of the club at large, shall be recognized and enforced in each division.

In conclusion, although I have in the foregoing aimed to make my scheme as comprehensive as possible, I need hardly say that in the filling in of its details, I consider I have done no work whatever. Such work must of necessity be deferred until the best general plan for the international development of the club is decided upon. Perhaps in the skeleton scheme which I have prepared, incongruities may be found to need revision, but I do not think that it will be found impracticable in its general features. Further, my knowledge of the desires and requirements of our American division lead me to believe that the adoption of such a scheme would result in the C. T. C. becoming more than ever popular in this country; and, arguing by analogy, I feel confident the same result would follow in all wheeling countries throughout the world.

I remain, dear sir,

Yours very truly,

(Signed) FRANK W. WESTON,
C. C. Am. Div. C. T. C.

ONE of the largest cycle agents in the country writes to Messrs. Stoddard, Lovering & Co., as follows:—"The 1887 Rudge Light Roadster arrived and we are very much pleased with it. Your changes are all improvements and are

according to our notions exactly; if the writer was going to have a wheel built exactly to his order, he would not change it a particle from the 1887 Rudge Light Roadster. It simply fills the bill."

WHEEL CLUB DOINGS

THE Wyman Cycling Club, of Wyman Inst., Upper Alton, Ill., was organized 4 March, and the following is the result of the election:—Wm. A. McCartney, president and captain; Jno. Bradford, secretary and treasurer; J. R. Soden, lieutenant.

THE Scranton, Pa. Bicycle Club, is expectant and enthusiastic over the promised visit of Mr. T. Stevens to that town on 12 April. It is to be made a "large" affair, and, in making it thus, the citizens at large are asked to take a part in the reception. The officers elected to serve during the next year are as follows: For president, George A. Jessup; vice president, John J. Van Nort; secretary, C. J. Gillespie; treasurer, Frank D. Watts; captain, B. P. Connolly; first lieutenant, Frank B. Ward; second lieutenant, Clinton W. Silkman; color bearer, Frank Parrott; bugler, J. A. McDougall; Club counsel, George Sanderson. The club endorsed its president, George A. Jessup, for chief consul of the State, as it was evident that he would receive the nomination at the hands of the nominating committee. A committee was appointed to see that his interests were looked after.

THE Orange Wanderers and East Orange Wheelmen, the two clubs of the Oranges, have just consolidated. The proposition came from the Wanderers, and was accepted by the E. O. W., who received three offices in the united body, the name and organization of the Wanderers being retained. The club now numbers fifty-five members.

THE Missouri Club has been bitten with the photographing craze and many of the members are taking to the fascinating art.

THE Taunton Bicycle Club has elected Albert F. Bailey, president; George A. Clossen, secretary and treasurer, and Clarence E. Bolton, captain. During the past year there have been twenty called runs, aggregating six hundred and sixty-nine miles. About \$500 has been paid into the treasury during the year, and there is a surplus on hand.

THE Boston Club member who misses the third and last birthday party of members whose natal day comes in March will lose a good thing. It will be Teutonic in flavor, lager beer and pretzels will form the bulk of the refreshments.

TO-MORROW night will see the last of those most enjoyable affairs at the Massachusetts club house, —ladies' night. To Captain Peck and his able corps of aids

the great success of this popular feature in the Massachusetts club life is properly due

THE Columbia Bicycle Club, of North Attleboro, Mass., held their sixth anniversary ball, at Wamsutta Hall, on the evening of 10 March. Notwithstanding 'the north winds did blow,' and snow fell thick and fast, a large company gathered. The grand march was led by Mr. T. B. Brigham and Miss Nettie Jones, followed by about forty-five couples. At 10.30 an intermission was taken for supper, after which dancing was resumed, and kept up until nigh unto 3 A. M.

THE Wanderers' Bi. Club of Phila., Wednesday night elected officers as follows: Hon. President, Dr. A. McDonald; president, C. H. Briggs; vice-president, Charles Robinson; chaplain, G. H. Orr; first lieutenant, A. Daniel; second lieutenant, H. Grenfell; secretary-treasurer, F. J. Morphy; standard bearer, Norman Smith; bugler, Bert Brown; captain safety division, T. Talor.

THE Cleveland, Ohio Bicycle Club, are fast completing arrangements to hold their annual entertainment at the Opera House, on 16 April. The "Cleveland's Annual" is looked on as one of the events in fashionable society in that city.

THE Lowell Bicycle Club had a benefit at the Highland Rink last week, as we had already announced they would. Between seven hundred to eight hundred people gathered at the rink, to give encouragement to the club by their presence and their shekels. Races and polo was the entertainment furnished.

THE Bay State Bicycle Club is "the latest," with officers as follows: Captain, W. V. Fiske; first lieutenant, M. A. Wheeler; second lieutenant, Levi Whittemore; color bearer, John Murphy; bugler, James Murphy. The president is E. E. Eames; vice-president, C. E. Flagg; secretary and treasurer, R. C. Sweetser. A. C. Copeland and Arthur H. Bellows are also members of the club. "The success of our organization," is already assured, and they mean to have some very pleasant club meets during the summer."

At a meeting of the Newton Bicycle Club held the 8th inst., the following officers were elected: President, Freelon Morris; secretary, Henry C. Robbins; treasurer, Harry L. Wilson; captain, Eben H. Ellison; first lieutenant, Walter N. Barker; second lieutenant, Frank S. Wilson; club committee, James C. Elms, Jr., and William W. Stall.

Walter Scott said, "I am delighted to put myself under your pilotage." Would you enter or leave a port without a pilot? Would you commence and prosecute a law suit without a legal adviser? Begin business aright, and by giving your advertisements to the H. P. Hubbard Co. to place. They are expert pilots and counsellors at advertising, with headquarters at New Haven, Conn. The

exact relations of Newspaper, Agents and Advertisers, are as *manufacturer, wholesale house, and consumer* respectively. The enterprising advertiser proves that he understands how to buy, because in advertising he knows how to sell and patronizes such skilled workmen. The Hubbard Co. furnish special designs of "ads" for their customers.

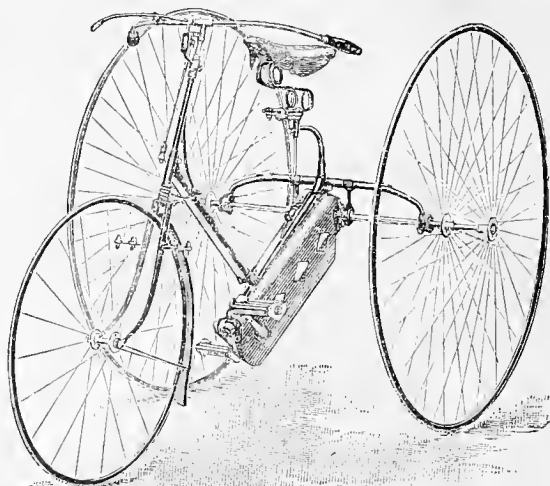
We have received a copy of the Rudge Catalogue for 1887, which represents a new departure in the cycling line. The front cover represents a lady and gentleman on the Crescent Tandem coming down hill, while a rider on a bicyclette is going up. In the lower left hand corner is represented a racing scene, while the English and American flags are tastefully grouped on one side. It gives very full information regarding the different specialties for the year, and after a brief description of each machine is given, the opposite page is occupied by a large cut of each individual machine, with a rider mounted upon it, showing its position in actual use. All of these drawings including the cover are from the pen of Mr. Geo. Moore London, England,—he is recognized as the leading cycling artist in the world,—and add very much to make

the catalogue not only one of the most complete, but very interesting to all cyclists. Copies can be had by applying to Messrs. Stoddard, Lovering & Co., Boston, Mass., or any one of their numerous agents.

THE TRADE

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The Singer S. S. No. 2.

W. B. EVERETT & CO., IMPORTERS, BOSTON, MASS.

THIS week we present to our readers' notice a new pattern tricycle, this year made by the Messrs. Singer, of Coventry, England. The machine is practically the same as the now well-known "straight steerer," and differs only in the shape of the frame which it will be seen, admits of use by either a lady or a gentleman. The front wheel is twenty-four inches instead of twenty-eight, as on the other pattern.

For those who may not remember the special points about the S. S. S., and which are the same in the No. 2, we repeat the chief points in the S. S. S. The arrangement of the frame and the bridged axle bearing, which forms one of the most perfect bearings and axle yet made. The ball-bearing chain wheel bracket is also excellent. The machine is fitted with a combined foot and hand lever brake, capable of being applied by hand or foot, or both simultaneously. The name "Straight Steerer" is intended to distinguish it from the so-called automatic steering this firm formerly used, and have now discarded for the present form.

The weight of the machine all ready for the road will pull down about seventy pounds.

The No. 2 will prove an excellent mount to ladies, who desire the bar steering, and in this day of improve, ment what lady does not prefer the "bicycle steering?"

It is needless for us to assert to our readers that the workmanship and the material cannot be bettered, as the Singer people turn out nothing but the best.

SPECIFICATION.

Forty-inch wheels speeded to 52 inch (or to 48-inch 56-inch, and 60 inch, if ordered), with 24-inch front wheel, ball bearings to all running parts except pedals; tires, seven-eighths inch on driving wheels, three-quarter inch on front; hollow front fork, adjustable seat support and handles, long steel detachable cranks, hand and foot brake and other details as previously described; "Eclipse" saddle, spanner, screw-driver and oil-can. Hubs, axle-tubes, bearings, cranks, seat pillar, handle-bar and brake-lever nickelled; remainder enameled black.

FOR SALE.—A bargain. One 52-inch Rudge Light Roadster, 1886 pattern, nearly new, in perfect condition; Kirkpatrick saddle, spade handles, Columbia double grip pedals, and every improvement sold for no fault. Apply at once, J. S. TROW-BBIDGE, 40 State street, Room 15, Boston, Mass.

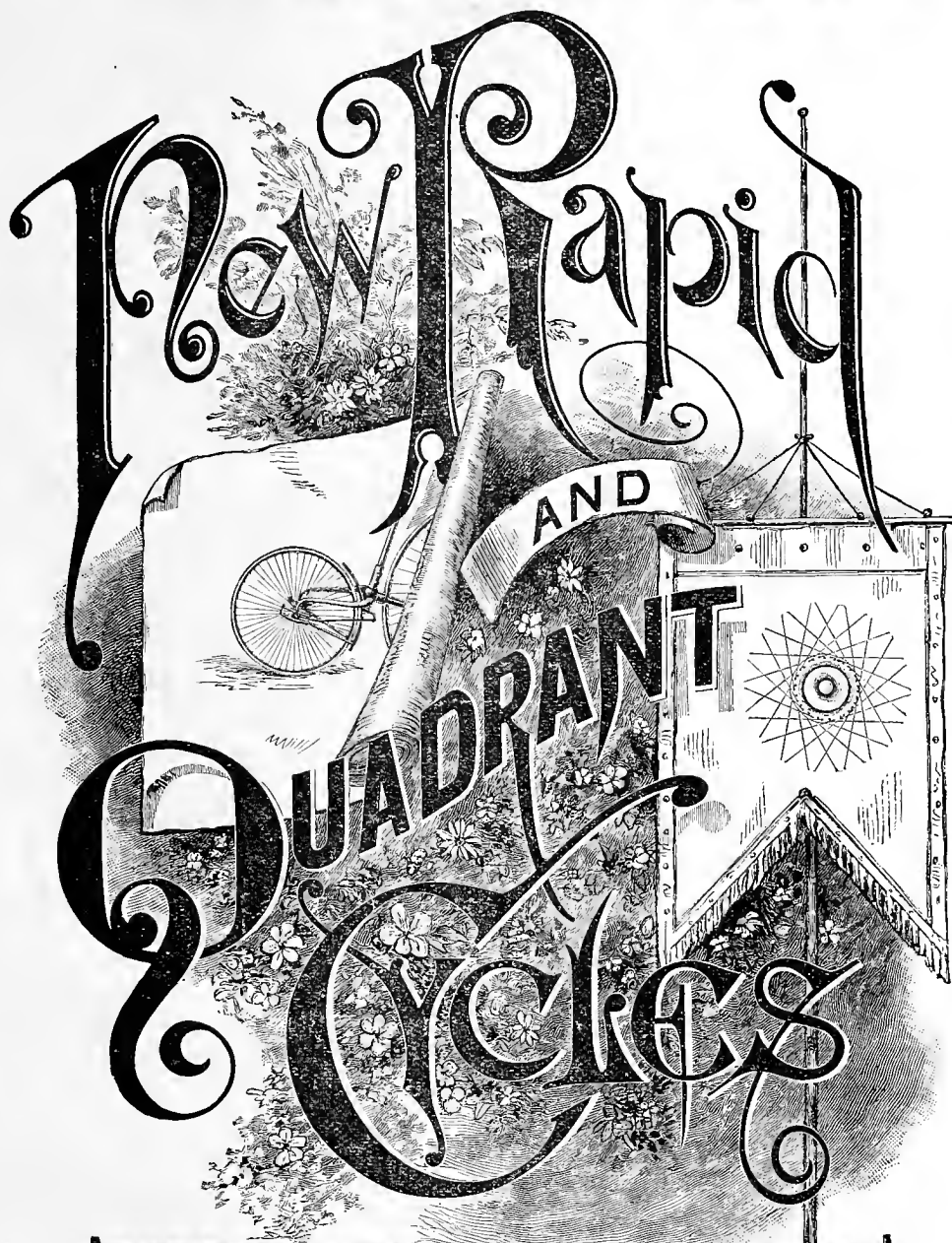
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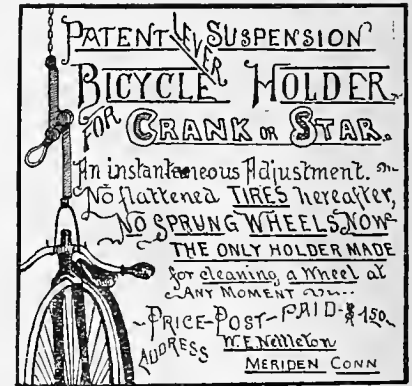
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The only practical safety in the market combining Safety, Speed and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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Price of above, 11 x 14, mounted on heavy maroon card, \$1.00, or if sent by mail, \$1.50. The above, unmounted, by mail, \$1.00. The cabinet sizes of all our "Celebrities" 25 cents. We have, also, a fine line of well-known cyclists, including Woodside, Morgan, Higham, Schock, Prince, Hardwick, Snyder, Armindo, Dingley, Eck, and Savage, the Amateur Champion of the Northwest. Also a dozen others. Send for prices, etc.

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FOR SALE. — Cheap, 52-inch American Rudge, nickel, \$90; 52-inch Special Harvard, nickel, \$65; 52-inch Victor, enamelled, \$80; 58-inch Rudge, enamelled. Correspondence solicited. CROWTHER & POTTER, Reading, Pa.

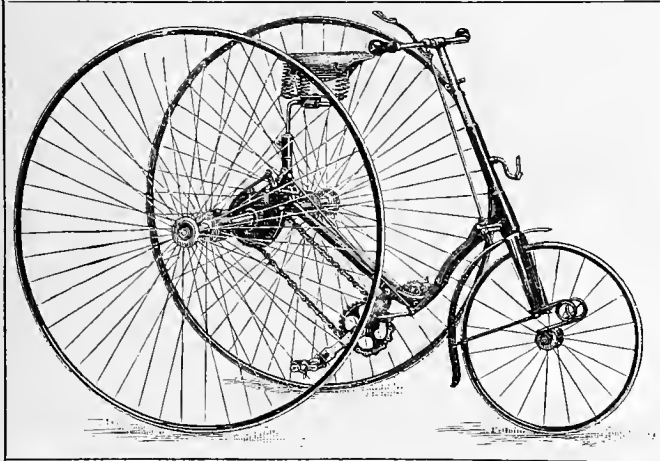
PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-inch, or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

FOR SALE. — One 54-inch American Rudge, latest pattern, tools and all complete. Positive reason for selling, too small for owner. Never had even a spoke broken. Enamel slightly scratched; nickel, tires, etc., in perfect condition. Crated and delivered to transporters, for \$75 cash, or \$80 sent C. O. D. Correspondence solicited. Reference given. WM. TAYLOR, Wellsville, N. Y.

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COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.

Springfield, O., Jan. 11, 1887.

D. ROGERS & CO., Gentlemen:

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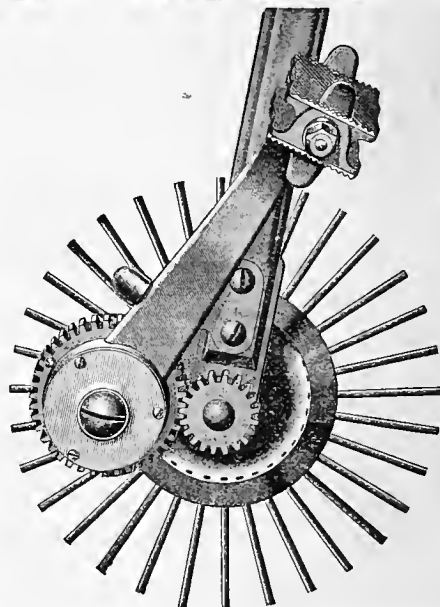
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The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

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BOSTON, 25 MARCH, 1887.

Volume XIV.
Number 21.

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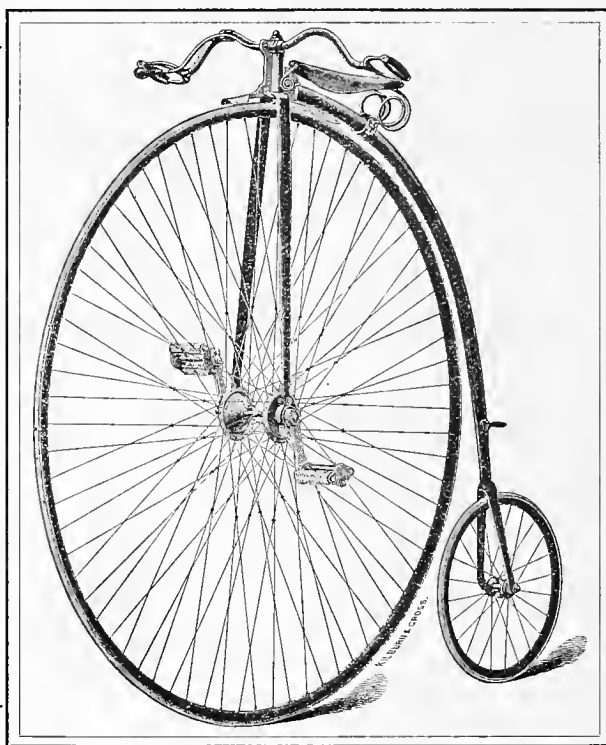
A Perfectly Made Light Roadster.

WITH OUR SPECIALTIES:

Perfection Strengthened Backbone AND FORKS.

BACKBONE.—Warwick's Perfection Pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually, if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone; thicker at the large end, and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.



WITH OUR SPECIALTY:

Trigwell's Ball Head.

Extract from a London Letter to the L. A. W. Bulletin, Jan. 8, 1887:

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first-grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

DON'T FAIL TO SEE THIS PERFECT WHEEL.

For the past four years, as is well known, we have been importers of high-grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been in proportions and style the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut, and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts, and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails,

THE LATEST AMERICAN WHEEL, THE NEW MAIL,

Made by the finest machinery of the Ames Manufacturing Company, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our own supervision, and, from their experience, coupled with our own, we offer our Light Roadster for 1887 as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety, and all are Strictly Interchangeable. In fact a

PERFECT WHEEL.

We ask careful consideration of the distinctive features of the "NEW MAIL," as it has for the coming season improvements possessed by no other bicycle.

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We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

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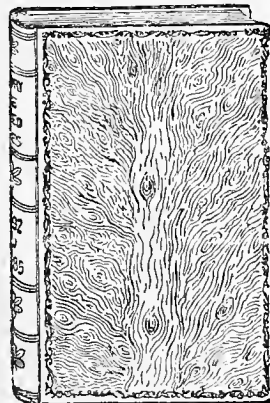
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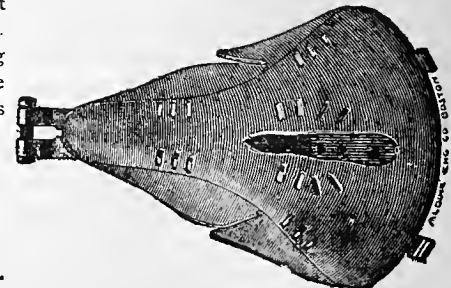
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All communications should be sent in by Monday
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 179 Tremont Street, Boston, Mass.

BOSTON, 25 MARCH, 1887.

MR. BASSETT, in the last *Bulletin*, takes a decidedly pessimistic view of matters connected with League financial affairs, and urges on the advertising patrons of the *Bulletin* the necessity of a large increase over the present rates charged.

WE should not be happy unless once in so often we had something to say to our worthy brother scribe of the *Globe*. He says: "The report which has been so actively circulated by certain parties, to the effect that it will soon be necessary to discontinue the L. A. W. *Bulle-*

tin, is wholly without foundation. The League will have no difficulty in recovering from its temporary financial embarrassment."

WE don't quite know who he means by "certain parties," but that the "report" has grave foundation will no doubt appear clear to him if he will carefully read the last issue of the official organ.

THE Secretary-Editor is frank and above board in acknowledging that the national body is using money that rightfully belongs to the divisions, in order to pay the printing bills incurred in issuing the *Bulletin*. While this may be diverting part of the funds from the original channels intended, we do not see how it can be helped so long as the membership tacitly endorse the action by allowing it to go on.

THE bills of the League must be paid, and, if any one must lose, it is best that the printers be paid *first*, and then if any deficit let the divisions stand it.

THE financial problem before the Executive of the League is a knotty one, and it will require all their business perspicacity at its command to unravel it. It seems a simple problem, and it looks, as is usual in such cases, as though only two ways were open. One to increase the income, and the other to cut down expenses. The latter seems the more feasible.

Litigation.

WE are advised by the Gormully & Jeffery Manufacturing Company, that they have commenced suit against the Pope Manufacturing Company for infringements of the Smith ball bearing and the Lillibridge Saddle patents.

St. Louis.

HENDEE is in town. He is accompanied by J. B. McCune, of Springfield, and is travelling as salesman for the Springfield Roadster. He is the guest of the Missouri Club, and will participate in to-morrow's run, over a pretty rough road.

THE Missouris have issued a schedule of runs for March and April, so arranged that each road officer will have charge of one or more runs.

WE are voting for Chief-Consul and representatives. Brewster is in the field for C. C., but the probable representatives, of whom we are entitled to four, are as uncertain as a lottery.

JACK ROGERS will not run again; in fact, says his own affairs will take him away from cycling for a time. He went to Texas last night.

ARTHUR YOUNG'S "ladies' bicycle," which he has fitted up with ball bearings, etc., is attracting attention. He is seen more frequently now in company with his sister.

A LOCAL daily is working on the pictures of the prominent cyclists of the country, and will publish them with an interesting article during the Meet.

THIS same paper states this week that Ladish will turn bookmaker and sell pools on the road race. This he strongly denies.

[See Mr. Ladish's letter of denial in another column. Ed.]

BREVITY.

In and Around Newark.

THE regular monthly meetings of the New Jersey Wheelmen will hereafter be held on the first Wednesday, instead of the first Tuesday evening in each month. At the April meeting a big list of candidates will be presented, and the prospects are that the club will soon put itself on record as one of the liveliest organizations of the kind in the State.

OWING to the energetic efforts of W. P. Smith, the Hudson County Wheelmen has more "lever pushers" than cranks amongst its members. They will have a Star team in the Decoration Day road-race, which will do some hard pushing for the cup, and it would not be surprising if they won it.

THERE is a rumor on foot that Fred Jenkins is to be engaged to manage the Roseville track during the coming season, but nothing is settled as yet in regard to the matter. Fred is a *worker*, and if he had received the assistance to which he was entitled last season, instead of having everything to do single-handed, the first tournament would have been more successful financially.

IT seems to be the general impression that the charges for admission last season were exorbitant. Fifty cents to the grounds, and another fifty for a seat on the grand stand being *too much*. If all the tickets on the first day had been complimentary, with a nominal charge of, say, fifteen cents for the grand stand, and the general admission on the last two days had been placed at twenty-five cents, the receipts at the gate alone on the last two days would undoubtedly have exceeded the total amount taken in on the three days. This is not my opinion alone, but the opinion of a large number of people who are interested in the welfare of the New Jersey Cycling and Athletic Association.

THE nominees for the annual election of New Jersey representatives to the L. A. W. are as below: For Chief Consul, Dr. Cooley, of Plainfield; for representatives, L. H. Porter, Orange; H. A. Smith, J. A. Lunger, Newark; T. D. Sensor, Millville; E. F. Burns, Smithville; W. J. Atkinson, Camden; W. P. Smith, Jersey City; H. Sewell, Plainfield; Dr. J. A. Wright, Montclair; Dr. F. A. Kinch, Jr., Westfield; W. J. Banker, Passaic; G. O. Wateman, Red Bank, Merritt, New Brunswick; and Dr. G. C. Brown, Elizabeth.

As soon as practicable, Dr. F. A. Kinch, Jr., and E. R. Collins, of the Union County Wheelmen, intend making a trip a-wheel from New York to Phila. in order to survey the road and report upon its condition.

"BOYS," said Fresh Hayseed, the other evening, "if any of you are out night-riding, I'd advise you to carry along a few pieces of raw meat, in each of which should be placed a fragment of the *American Athlete*." "And what under the blue canopy would we do with the mess?" asked one of our party. "Poison dogs," was the startling reply.

A MEMBER of the Union County Wheelmen has ridden six hundred miles on his bike since January 1, attending to professional duties.

It is rumored that a protest will be entered against the K. C. W. at the Decoration Day road race of the "Alphabetical Association," but on what grounds I am unable to say.

THE friends of Dr. Cooley say that he will do some tall pushing toward getting a side-path between New York and Phila., if he is elected.

I HAVE been informed that Dr. F. A. Kinch, Jr., was ineligible to the position of Chief Consul, he never having held the position of representative. Before this was known, Dr. Kinch had positively declined to be a candidate.

RATCHET.

NEWARK, N. J., 22 March, 1887.

Reading, Pa. Notes.

IN the issue of BICYCLING WORLD for 4 March, appears an article written by "L. D. A." on "so-called" Safeties. He appears to have been particularly unfortunate in his experience with the little Facile. It is a comical little thing, I own, but I don't like to have it abused, as it was my mount once. The Facile, as I remember, never has been advertised as "perfectly free from falls," for as the importer says, "one can take a header from a cart, given the necessary conditions." Two seasons ago, 1885, I tested one very thoroughly, over ice, snow, and our

rough, mountainous roads. Have ridden many other makes of bicycles, among them the Star, but have never felt perfectly safe on any except my little 42. A good crank bicycle with six, or six and one half inch cranks is almost perfection, and when properly ridden, headers are an unknown quantity.

The secretary of our club first mounted a Facile. After a while, that style of go-cart was not quite good enough for him. He was very ambitious, you see. He then purchased a fifty-two Victor, which elevated him considerably. Up to this date he has probably ridden it about 3,000 miles, with only one fall of any description.

We have a great many Stars here in town, but they seem to bring their riders to grief about as often as the cranks do, for every now and then we hear of some wheelman taking a trip *via* air line from the saddle to the ground. Perhaps if Mr. L. D. A. would cultivate the acquaintance of one of the new safeties like unto the Victor or Rudge Bicycleette, he would become a "reformed Star rider."

The Ariels elected Mr. Walker Essick, vice-president at the last monthly meeting, vice Mr. Willson, resigned. Mr. W. H. Dotton will serve as captain during his brother's absence from town this summer.

OWLET.

READING, PA., 18 March, 1887.

Here and There.

I ALWAYS take in my Sunday *Globe*, not because the contents thereof are particularly in keeping with the character of the day, nor because the general tone of the pushing boastful sheet, the blow-your-own-horn style, of its journalism is what I like or desire. But I take it in "coz why?" I know that I will find cycling matter large in quantity, if not always reliable in quality; after devoting such portions of the day to religious devotions, comforting with my sanctimonious tendencies I digest the *Globe's* weekly batch of cycling notes. And now as I write they are spread before me and my eye rests upon this paragraph, which if true, should cause the most vigorous investigation to be made. This is the item:

"The report which has been so actively circulated by certain parties, to the effect that it will soon be necessary to discontinue the L. A. W. *Bulletin*, is wholly without foundation. The League will have no difficulty in recovering from its temporary financial embarrassment." As the only report that there was a likelihood of the *Bulletin* ceasing to be a weekly visitor came from the Secretary-Editor of the League in an official communication, we think if the report is without foundation the members of the League ought to know. The *Globe* man is respectfully referred to the last *Bulletin* and to a circular letter issued from the Secretary's office, 15 Feb.

It is becoming quite a task to wade

through the various cycling papers which are laid weekly upon my desk. Wheelmen are certainly not wanting just now in a goodly supply of mental pabulum. Among the newest is the *American Athlete*, which contains enough matter to say the least. As to the matter itself, I am not at present able to judge, as it has been chiefly stenographic reports about some sort of a controversy in which Philadelphia cyclists seem more interested than any one else, and which I have not read.

THERE is another new paper from the Pacific Slope, that is chiefly noted for the extreme modesty of its requests. Its principal desire apparently is, that its circulation shall reach six thousand before the 1st of July. I don't see why the editors did not make it ten thousand or more while they were about it. There is nothing like aiming high while one is about it.

NEVER until the other day, when I took my first ride of the season, did I appreciate the extreme comfort of spade handles. My ride was an exceedingly short one, but I liked the spade handles none the less on that account.

KENNEDY CHILD has returned from his Western trip full of enthusiasm over the prospects of the League Meet at St. Louis. He is doing his best to induce a goodly contingent of Eastern men to attend, and with rare eloquence holds out seductive reasons to those fond of a good time. I am almost persuaded to pack my grip and be off when the proper times comes. Although I do not wish to be classed as a free-lunch fiend, yet, when I am told — and told by him, I must believe, that not only will the freedom of the city be accorded visitors in the ordinary sense, but, that the breweries will place their productions at my disposal without money and without price, and that other and even less common commodities are to be equally free to all who attend, I am filled with a longing I fear may not be satisfied except by actual trying.

LONDON W.

A DOLLAR and a quarter, after all, is not a large sum of money to expend in a book which has to stand the wear and tear of years, and which during those years, is going to afford one the pleasure which one can get out of the "My Cycling Log Book." If you have any doubt on this subject, send the above amount to this office, and receive a copy of the book post-free by return mail.

DR. F. C. PIERCE, of Smethport, Pa., writes as follows: "My 1887 Rudge Light Roadster came in good order and is a beauty. Most every young man has been to see it, and they say that it beats them all."

A PROMINENT rider of Poughkeepsie, N. Y. writes that the Townsend saddle is much admired and excels all others for ease and comfort.

An Artist in France.

A DISCUSSION arose as to the advisability of taking in Barbison or the chateau on our trip to Fontainebleau. The families of the *nouveaux*, of course prevented them from spending the night out, so we must plan our ride to cover as many interesting localities as possible in one day.

Barbison was eventually the place to attract us, as the forest is much grander and finer in that locality, and Barbison itself has no small interests to a person who has always lived in America, and has only read of the quiet old place, and the inn where so many of the great French painters used to meet and discuss all the art topics of the day. Where Millet, without doubt, the greatest modern master, lived for so many years, and painted the simple peasant life about him.

The day we had set apart was as fine as silk, and as usual we proposed to start early; but owing to customary unforeseen difficulties, we were not ready until about the middle of the morning.

The greater part of the ride over, was the usual French landscape of haystacks, and level plains until we came into the valley of St. Germain; and from there through Cely, a fine old rambling town, and Fleury, where both the *nouveaux* had lived for years. The aspect of the whole landscape seemed to change from level to rolling ground, from dry green to a fresh rich color. One realized then how dry and used up the country about Ballancourt is. Everything seemed

FRESH IN THIS LOCALITY,—EVEN THE DOGS,

not one missing his chance to give us a yap and a chase of a few rods.

On the outskirts of Fleury stands an old chateau that has been in a state of decay for years, and the artists of the town have always had free access to the park and chateau itself, wandering about wherever their inclination might lead them. But, unfortunately for us, the past year they have been fixing it up, and a family has moved in, so that the gate is no longer open to our fraternity at large. The old archway and wall is a fine bit of brick and stonework now in a strange transition state between a mossy ruin and a mossless repair. But it is still very fine, as they have not done much to it as yet, and probably will not until some one of the family succeeds in obtaining some odd millions either at the altar or at the Bourse.

We soon came out of this valley on to the plains again, with

THE EVERLASTING HAYSTACKS,

and as this lasted until we entered Barbison, we will make time and skip along.

Barbison is sadly destroyed as far as any picturesque qualities are concerned, or perhaps rural would be better, for it is picturesque now in a rather modern sense of the word. Garden walls with overhanging vines and trees, shutting in

one cannot guess what, but can imagine everything.

Then on our right stood Millet's studio and house, connected by a picturesque but aggravating wall. An open gate, however, gave us a glimpse of the garden inside, and of his widow, a fine-looking woman, and we could see through the studio window that it was occupied. On the whole, we would not have been much surprised to see Millet himself come striding down the street.

We reined in our steeds, or, to be more exact, retarded the progressive rolling of our spider wheels, and brought them to a standstill before a large sign containing a mixture of

FIGURES AND BEER BOTTLES, etc., etc. Evidently an outgrowth of some artist's brain while in a state of relaxation a condition "of innocent merriment."

A shout from the tandem announced that this was the *auberge*, and we rolled into the court at about 11 A. M. I must say I am at a loss how to convey any idea of this old inn.

The court was one of those courts so surrounded by doors, corners, projections, stairways, overhanging roofs and latticed windows, that you had the feeling the whole house opened into it. You could sit in the door of the dining-room, and see them cook in the kitchen. You could sit in the cool shade of a rosebush, and not only see them cook in the kitchen, but eat in the *salle à manger*, and also note the passers by in the street. In short, from that court you imagine you can see everything. But when you have wandered about a little

THROUGH LONG PASSAGEWAYS

into a very decent picture gallery, that surprises you in such a place, and on again out into an arbored garden, with a long colonnade, filled with tables, the whitewashed walls, covered with charcoal caricatures you begin to open your eyes, and wonder, like the parrot, "what will come next."

We had ordered our dinner, and were summoned at about this time, and nothing loth we responded. The walls of this dining-room are covered with sketches, some very fine, painted by artists of all grades and countries. About all the great men of the race have had some sketch on those walls which have been sold, and the empty places filled by some coming man. This was the room, and that the old fireplace where Millet, Diaz, Hunt, and others, used to gather about and tell stories, and smoke their pipes away into the cold winter evenings. However, all these thoughts of the past did not much interfere with our own appreciation of the fine dinner spread out before us, now, I can tell you.

Having finished, we left at once, for we did not care to rush through the forest at a twenty-four-hour-record-breaking pace. There are some fine estates in Barbison, occupied by artists, and they

reminded me more of our comfortable little homes in New England than anything I have yet seen over here. Several of these on either side of the road seemed to melt the town into the forest, and before we knew it the

GREAT TREES OF FONTAINEBLEAU

were spreading over our heads. It was late autumn, and the oaks had just begun to turn a rich brown, the ferns were all gone, and the broom had become that vivid bronze green, while the beach trees were a deep orange, and the birch that silvery yellow that we know so well at home. Now, pass over and through all this, a rich, palpitating, yellow sunlight and it becomes a fairyland at once.

(To be continued.)

L. A. W. Meet Committees.

Editor Bicycling World:—The following are the chairmen of the various committees selected to superintend the League meet, to be held at St. Louis, May 20 and 21. Their duties are sufficiently indicated by their name, and wheelmen desiring information should address the proper chairman, which will prevent the general manager from being overrun with communications, and save the time that might be consumed in delivering them to the proper committee.

The general manager is J. S. Rogers, whose address is 108 N. 4th street. The chairman and their addresses are: Finance, J. E. Smith, care Simmons Hardware Co.; reception, Edward Sells, 105 N. 2d street; transportation, B. B. Ayres, 212 Clark street., Chicago, Ill.; entertainment, George Boswell, 416 N. 2d street; programme, A. K. Stewart, 212 Pine street; tours and runs, L. J. Berger, Equitable building; parade, C. H. Stone, 310 N. 11th street; banquet, Geo. F. Baker, Turner building, press, care Post-Despatch.

The Lindell Hotel has been selected as the headquarters for the visitors, and a general rate of \$2.50 per day has been secured. The Lindell is one of the famous hostleries of the Southwest, and among the largest hotels in the West. It is situated at the corner of Sixth street and Washington avenue, and though in the business centre of the city, is surrounded by the excellent square-granite paving for which the "down town" streets of St. Louis are distinguished.

The committees are organized and ready to reply to any inquiry, or do anything else within their line of duty.

PRESS COMMITTEE.

ST. LOUIS, March 14, 1887.

THE Wheel Board of Trade is doing a good work in weeding out the frauds in the wheel business. Every one will wish them God speed in such "good work."

THE Overman Wheel Co. have added to their Boston establishment a large experimental shop in which they propose to try the new devices as they come along, and do first-class cycle repairing.

CURRENTS CALAMO

DR BECKWITH has accepted the position as one of the Governors of the N. Y. Athletic Club.

THE Citizens' Club show substantial loyalty to the L. A. W. by sending a check for \$50 to the Secretary-Editor to tide over the rough spot.

NOMINATIONS from the 2d Middlesex Dist. Mass. Div., for Chief Consul Herbert W. Hayes of Cambridge; for representatives for the 2d Middlesex District, John Amee of Cambridge, W. R. Maxwell of Somerville, W. S. Slocum of Newton, J. H. Grimes of West Somerville.

IF you meet a Springfield Club man and say unto him, "Do you expect to have a tournament this year," he will give you a stony stare and simply murmur, "Chestnut"!!

IT is claimed by the athletic director of Harvard College, Dr. James C. Lathrop, that a mile under two minutes is possible for the bicycle on a straight-away path and wind on the back.

THERE are a great many American cyclists who have visited the "Anchor," at Ripley. A good many of these will remember the amiable hostess, Mrs. Dibble, and will regret to learn of her death, which occurred on the 5th March.

KENNEDY CHILD has returned once again to the bosom of his Club and if the papers are to be believed we *suppose* his family? He has been among the Mormons, and tells stories of how he hunted the festive but dangerous prairie dog and the blithesome but retiring cayotte. He and Papa Huston now spend their time exchanging experiences. Papa, with his South American and Cuban stories rather downs the more modest K. C.

THE *American Athlete* comes out with a ticket for Pennsylvania, and heads it with George A. Jessup of Scranton, as Chief Consul. This certainly does not look as though Mr. Wells intended to throw himself on the suffrage of the members for a second term. Now, as Mr. Wells's term is so near out, why not let him remain and thus avoid further irritation by removing him?

THE L. A. W. secretary-treasurer of Vermont, Mr. Fred. E. Dubois, has lately taken unto himself a wife. We sincerely trust the Division may multiply and increase *ad infinitum*.

THE manager of the Musée, in Springfield, has made the Springfield Bicycle Club an offer to have their minstrel troupe give a season of one week at his theatre. It may be accepted.

CYCLISTS who are troubled with watery eyes when riding will be interested in this cure, which is vouched for as "dead sure" by one of the fraternity:—Place in an earthen vessel a good handful of fresh gathered ivy leaves, which should be well cleaned from all dust or dirt. Pour upon

them a pint of clean boiling water, cover up the vessel, and allow it to stand near a fire (but not to boil or simmer) about two hours. Then pour off the water, and when cool put it into a bottle, where, if corked up, it will keep a long time. An application of this water to the eyes, by means of a soft piece of folded linen, morning and evening, will, after a few days, remove the watery tendency, and generally strengthen the eyes.

NOTWITHSTANDING the bold talk of Mr. Wells, we imagine if it came to a question in the Division of loyalty to the League or sticking to Mr. W. in the case of his removal, Pennsylvania would back up the President of the League.

ST. LOUISIANS are much exercised over the fact that Percy Stone is not making any preparations for the coming racing season. Percy has vast confidence in his ability to "get fit" quickly, but his friends do not share his unbounded trust.

IT is very probable that the American team will make their *debut* at the Molineux Grounds, Wolverhampton, 11, 12, 13 April. The money prizes aggregate some \$500.

HOWELL is fast recovering from the effects of the damage done his hand by the premature explosion of a pistol. His great anxiety is to get in trim so as to be able to tackle those blasted Yanks.

AN official report from the Committee on Uniforms appointed at the last L. A. W. meeting would be in order. We hear that a cloth has been selected, but the rank and file would like to have official utterance on the matter. Hurry up, gentlemen, the riding season is upon us.

"THE United Order of Toughs" is an organization in St. Louis for the development of dare-devil riders. To become a member, the candidate has to endure a course of initiation consisting of rides over the roughest, toughest, softest, ruttiest roads, and over the steepest and most tortuous hills. If he survives these, then the critical test of riding on the top of a stone wall and along a snake fence, if passed successfully, entitles the tyro to full honors as a member of T. U. O. O. T.

THE Road Hog has emerged from its winter hibernation in the vicinity of Phila. One of these creatures met a certain cyclist who can boast of considerable Samsonian strength. The R. H. "can't abear" cyclists and so he proceeded to cut Mr. F. up into little bits, using his whip as a carver. The stalwart cyclist gently but determinedly climbed up into the buggy occupied by the R. H. and played tattoos on the thick skull of the hog until he got tired thumping him, then he serenely descended from the buggy and went on his way with light heart, in the knowledge that he had done society a good turn and accomplished some damage on the head of the hog.

WHEN Mr. Aaron becomes aroused, he slings a savage pen. His defence, which

appears in the last *Amateur Athlete* is spicy reading. He specially pays his tender regards to the president and vice-president.

THE *Cycling World* is a new English weekly. It is published, and edited by J. H. Ackerman, at 158 Fleet street, London. We wish it life and prosperity. The initial number is bright and crisp in tone.

"DAN" CANARY has had another medal presented to him in England, as a token of admiration and esteem." The donor this time is the Manchester Athletic Bicycle Club.

JULIUS WILCOX has been writing to the English press on the subject of the greasy condition of the London streets. He states this "greasiness" is caused by the unconsumed carbon from chimneys deposited and mixed under certain conditions. It is in substance, what is known as graphite, or black lead. The only apparent remedy at present, is the abandonment of soft coal as a fuel.

AND still they add to it. We gave an account of a six-in-hand, made by Singer lately, and which was voted a success. Well, now we have to announce the successful trial of an eight-in-hand. Great pace was got out of it, and the crew, consisting of Mrs. Lea, occupying the front seat, Mr. H. Lea (steering), and Messrs. H. Sturme, J. H. Ball, S. Golder, C. Smith, E. Flynn, and George Singer, in the order named. The machine measured fifteen feet, seven inches in length, and the return trip was made at the rate of eleven miles an hour. The possibilities opened out by these successful experiments are bewildering. Where will it end.

RHODE ISLAND will probably elect the following ticket to the L. A. W. offices: For Chief Consul, Julian A. Chase, of Pawtucket; for First Representative, Charles S. Devoe, of Warren; second Representative, Rev. S. H. Day.

LAST year the two bicycle clubs of Boston were disputing about meet affairs. Here everything is lovely among the clubs. The most inspiring thing is to see the way the Missouri, a non-League club, are holding up the affair. If they should drop out, the Meet would fall too. *Post Despatch*.—Really? We did not know it. But, then, they know *everything* in St. Louis.

THE Association for the Advancement of Cycling, located in Philadelphia as head quarters, made a move on the city authorities with a petition to pave Mount Vernon street, west of Broad, with fire brick. A committee was appointed to change the name of the Association, for which *we* are duly thankful.

SPRINGFIELD Wheelmen of yore used to find consolation and comfort in witnessing ye festive dog dispute. But *now* they consider that kind of excitement "low," and they look on a "real good run-away



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THE RUDGE BICYCLETTE.

FASTER THAN A BICYCLE.

SAFE AS A TRICYCLE.

STODDARD, LOVERING & CO.

152 Congress Street - - - - - BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.

HOW IS THIS FOR A LINE OF WHEELS, GENTLEMEN?

We think it about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, \$100.00.

THE AMERICAN LIGHT CHAMPION, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, \$115.00.

THE AMERICAN CHALLENGE, much improved and fitted with cow-horn bars; as formerly, the best machine on the market for the money. Price, for 48-inch, \$70.00.

THE AMERICAN SAFETY, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, \$74.00.

THE AMERICAN LIGHT SAFETY, after the lines of the regular safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, \$115.00.

THE AMERICAN IDEAL, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from \$25.00 to \$60.00.

THE AMERICAN IDEAL TRICYCLE, two-track, the young ladies' companion to the bicycle of same name. A really beautiful little three-wheeler, in two sizes, 30 and 34-inch. Price, \$40.00 and \$45.00.

THE AMERICAN CHALLENGE TRICYCLE, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44-inch. Price, \$80.00 and \$95.00.

THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34-inch. Price, \$60.00 and \$75.00.

THE AMERICAN CHALLENGE TANDEM, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46-inch. Price, \$120.00 and \$135.00.

1887 CATALOGUE, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

* Respectfully submitted,

GORMULLY & JEFFERY MF'G CO.

CHICAGO, ILL.

and smash-up" as more in keeping with a higher degree of refinement, of which they boast.

THE Springfield Club have started a pool and billiard tournament. Rather late in the season, but the members seem to think they will have lots of time before the riding season opens.

A GREAT International meet is to be held in Berlin, Prussia, during the first week in June. This will bring out all the European cracks, both professional and amateur.

W. J. MORGAN has informed our "special" that in America the odium attached to the "professional" is now conspicuous by its absence. Temple thinks that the institution and failure of the promateur class, was largely instrumental in bringing about this desirable state of affairs, but "The Senator" says that public opinion could stand it no longer, as in America it is no disgrace to any man to make money by racing; the same may shortly be the case in England, and the trip through Europe of three such genuine gentlemen as those who compose the American Professional Team will be the last straw necessary to entirely break down the ridiculous barrier which debars the professional cyclist from enjoying the social privileges of the amateur. — *Irish A. C. News*.

H. D. COREY is out West for a few days, of course in the interest of the firm he represents.

THERE is not an object on Washington street that attracts more attention than the wonderful Columbia bicycle that so successfully carried Stevens round the world. It can be seen in Currier's window.

IT looks like a boom in tricycles for women this season. Large numbers are inspecting the ladies' two-track tricycle at the salesrooms of the Pope Manufacturing Company. The English idea of exercise for the fair sex is likely to be adopted on this side of the water. — *Globe*.

MR. AARON says that the worthy Dr. B. is "six feet of bioplastic matter," just that and nothing more. We did not hear anything drop, but then New York is nearly three hundred miles distant from Boston.

'T is said that D. H. Renton is now a Benedict, having taken unto himself a charming lady as partner of his joy and woes. By the way, have you noticed how that libel suit has faded away quietly but surely, like the color of a last year's League suit?

DON'T delay in sending back your ballot to the proper authorities as directed. The apathy that controls the members of the League so that they won't "bother" to send in their votes is disheartening to the authorities. Brace up, gentlemen, and show that much interest in the League anyway. Send in your ballot.

MR. THOMAS STEVENS will make his *debut* on the lecture platform at Scranton, Pa., 12 April, and on Saturday evening, 16 April, he will lecture in Brooklyn, N. Y. This lecture will be given in the Brooklyn Academy of Music and will be under the auspices of the Young Men's League. It is not at all unlikely that Mr. Stevens may be prevailed on to take to the lecture platform for an indefinite period.

A WESTERN correspondent nominates Mr. Ladish, of St. Louis, as secretary-editor of the L. A. W. The same party is willing for the East to have the presidency, but the West is casting languishing looks towards the secretary-editorship. Don't you wish you may get it, boys?

THERE seems to be fun ahead in Connecticut on the choice of chief consul. Three candidates are said to be in the field, L. A. Tracy and R. F. Way, of Hartford, and W. T. Williams, of Yantic. Huntington declines to have his name mentioned in connection with the office.

THE notice sent in by the secretary of the A. C. U. gave the date of the annual meeting as 26 March, *Saturday*, at the United States Hotel, at 11 A. M. We think, unless the date has been changed, the statement in the *Globe* that the meeting will be Sunday is an error.

IT looks smoky over Pennsylvania way. There are growlings and mutterings that if President Beckwith removes Mr. Wells the Division will rise *en masse* and demand his retention in that office, and further, that in case of the appointment of any one in Mr. Wells' place, he will not be recognized by the Division. These are all rumors; but shoo! don't they smell of secession and treason?

IT looks now as if the citizens of Springfield, Mass., would have to guarantee the Club against a possible loss, in case it decides to have a tournament this year. The expenses for carrying out the tournament on the scale as heretofore, amount to \$12,000 per year.

THE Stoneham (Massachusetts) Club held high jinks last night at the Armory Hall, Stoneham. Vocal and instrumental music followed by dancing, served to made the passing hours glide swiftly by.

THE Waltham Club is refitting and sprucing up its present head-quarters. On Decoration day the Club propose to hold some road races.

THE Wakefield (Mass.) are to occupy new quarters in a building being erected by D. Walton in that town. The suite will be specially arranged and fitted to meet the clubs wants. Mr. E. N. Heath, the president, will have the planning of the rooms and fittings.

W. A. RHODES will push the Victor this season as usual.

THE new Victor cannot talk French, but speaks good English. It is certainly a clever cycle.

H. T. HEARSEY, the popular bicycle repairer, of Indianapolis, Ind., has opened a general repair shop at 147 Delaware st., and has secured the sole agency of the Rudge bicycles and tricycles for his city and immediate vicinity. 1887 samples are now on exhibition.

EX-PRESIDENT Henry W. Williams, announces that he will not ride this season, and in another column advertises his new fifty-three-inch Rudge "with all the modern improvements." It is a good chance for some one. When such old stagers as Williams drop out of the swim, we don't know what to make of it.

MESSRS. STORRS & CANDEE, of Hartford, Conn., handled the Victor cycles of last year, and did such a booming business that they have decided to open a store in Springfield, to handle the Overman goods exclusively.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston, —

No. 358,960, Velocipede. J. S. Copeland, Hartford, Conn., assigned to Pope Mfg. Co. Relates to the head of a bicycle.

No. 359,000, Tricycle. Chas. C. Anderson, Morgan City, La.

No. 359,136, Wheel Attachment for bicycles. James Brussie, Oakland, Cal. Supplemental safety wheels at the sides, and a little forward of the centre of the large wheel, held on small forks extending down from the main fork.

No. 359,127, Bicycle (same inventor), Two wheels on same side of large wheel, the smaller, a guard wheel well forward.

No. 359,448, Bicycle. Benjamin Kelsey, Birmingham, England. A safety-gear bicycle.

No. 359,536, Bicycle Brake. Wm. N. Hazen, Newport, Ky., and Geo. H. Hildreth, Cincinnati, O. Brake is applied to the rear wheel by means of a cord, and said wheel is also provided with a mud guard.

THE Coventry machinist Company have been quietly at work, laying the pipes for a good trade this season. We give this week a description of their new rear-driving safety, the Swift, which we take pleasure in presenting to our readers.

THERE are many riders whose purse will not allow them to go the "whole hog" on a new wheel, and so have to modestly but wisely take the next best, — a good second-hand cycle. To such, we commend George W. Rouse & Son, of Peoria, Ill. Also, if you want any *new* machine on instalment plan, they will deal with you squarely.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Mr. Ladish and that Betting Book.

Editor of Bicycling World:—In this week's *Spectator*, and to-night's *Post-Dispatch*, appear statements, with voluminous and vindictive comments, to the effect that I have opened a betting book on the world's championship road race, which takes place at Clarksville, Mo., 23 May, under my management, and also that I have arranged to place said event in the public pool room, after the fashion in vogue among horse racers.

Of course, the *Post-Dispatch* and the *Spectator* only reach, say, three hundred and one hundred wheelmen, respectively, but in view of the importance of the race mentioned, and the peculiar character of the charge made, I am well aware that newspapers elsewhere will clip these articles or comment upon them, thus giving these false reports a wide publicity, and, for this reason I wish to deny through your columns the truth of the entire ment.

I have opened no betting book, arranged for no pool selling, and nothing would be more foreign to my inclination than to do so. I am not a betting man, and never expect to be, and would certainly never dream of commencing such a career in the manner stated in the *Post-Dispatch* and *Spectator*.

The entire charge hinges upon the fact that a *Globe-Democrat* reporter, who has very shadowy ideas of cycling affairs, made the mistake of crediting the book published in the March *American Wheelman* to me personally, having no other ground for doing so than the fact that, to oblige him with a news item, I clipped same out of an advance sheet of the paper, and handed it to him. I was as much surprised as any one next morning when I found he had tagged the book on to me.

It is a private book, drawn up by two local wheelmen, who are fond of doing a little betting, and it is safe to say it will only be used to a limited extent, if at all, among the said gentleman's intimate associates.

I published it as I publish any other news item, feeling that it would be of interest to wheelmen, as being a reflex of the value placed upon the various men's abilities by men who are well posted. I have no more interest in the book than the veriest outsider, nor have I for a moment ever entertained any idea of ever being interested in a financial way in any such scheme, whether connected with a cycling event or not.

I had no idea the *Globe-Democrat's* error would obtain credence, and therefore did not trouble to contradict it, except to the wheelmen I met personally, but a day or so later the *Spectator* took it up,

and one day after that (to-night) the *Post-Dispatch* tried its hand on it.

Mr. Hicks, who wrote both articles, did not take the trouble to see me about it, though he had time enough to compile a series of interviews with prominent wheelmen on the subject for to-night's paper.

The whole affair is so evidently malicious as to brand itself, but it is thoroughly in keeping with the disgraceful manner in which the *Post-Dispatch* has from time to time endeavored to blacken the reputation of almost every prominent wheelman in this city, as well as many outside of it.

An honest man would have included me in the list of persons interviewed, before penning a half column tirade upon the subject for a daily paper.

Hicks, however, has been a stench in the nostrils of decent wheelmen for so long, that one more dirty action in his long catalogue of such, should hardly be noticed.

Fraternally yours,

L. S. C. LADISH.

ST. LOUIS, MO., 19 March.

"Really International."

Editor Bicycling World:—Your today's announcement of an intention to print in next week's paper a piece of *opera bouffe* from that well-known international cycling humorist, Mr. F. W. Weston, impels me to ask, has n't the joke been carried about far enough? Inasmuch as "literary forgery" and "patent piracy," have now become a part of this international fun, does n't the game look more like bunko-steering, than mere burlesque and *bouffe*.

To a Gradgrind, like myself, whose favorite residence is Statisticsville, there has always been something vastly amusing in the merry manner with which Mr. Weston has thrown out cheff concerning the "C. T. C.," as a trick for concealing every essential fact which characterized that colossal humbug. I have laughed with the rest; and, though I never found a member who could define his relationship to the "C. T. C.," or who knew any one else who understood its government, I have been content until recently to live in placid ignorance of the special form of folly which lay behind the chaff.

I write now, chiefly to say to any of your readers who may wish for the cold facts of the case, as an offset to the warm imaginings of Mr. Weston, that my history of this "co-operative tailoring concern" is expected to adorn the *Wheelman's Gazette* (Springfield), for March,—anticipating by a month or so, the appearance of "X. M. Mills, on a Bi.," for which such history was chiefly written.

Though the C. T. C. has thirty-seven "Divisions" the two largest of these, which include the city of London contained more than a third of its members (6962), at end of 1885, and the proportion is doubtless the same now. Perhaps Mr. Weston never noticed this fact, which shows that the concern, so far from being "international" or British, or even En-

glish, is strictly local to London. Perhaps he never heard that the "Secretary-Editor," who owns and runs the concern,—"body, boots and breeches,—publicly confessed to forgery, November 22, 1886, and was promptly kicked out of court by the indignant presiding officer, Mr. Justice Wells, for having indulged in "the lowest and vulgarest abuse of the worst form of journalism" (in his *C. T. C. Gazette*). Perhaps, Mr. Weston never heard that the League is trying to enforce the right to its patented badge, which the C. T. C. speculators have stolen.

"The C. T. C., as managed at present, is a humbug, and probably will not last long, says the Editor of the *Irish Athletic and Cycling News*, in introducing the two-column article of a contributor, who urges that the four hundred Irish members should henceforth support a home institution." Referring to the forgery, he asks: "How can any one longer be expected to contribute to the *C. T. C. Gazette*, considering the danger we run of being defendants in a lawsuit, through having our letters tampered with? *Wheeling*, of March 2, also contains a long argument for a Scottish Cycling Union or Association, now that the N. C. U., like the C. T. C., has proved to be strictly local to London.

Let it be remembered, that no institution can be better than the men behind it. The letters "C. T. C." now stand simply for a self-confessed forger, whose presence as its recognized head, three months after the exposure, is a scandal which ought to be abated. Mr. Weston's "international" joke has gone far enough! Let the Londoners put an honest man at the head of their tailoring shop, before they tout for any more honest money from America!

KARL KRON.

WASHINGTON SQUARE, N. Y. CITY, 1 March, 1887.

Dog Annihilator.

Editor Bicycling World:—Noticing Mr. Ed. L. Smith's communication, "Millions in it," will say that the writer has used quite successfully the past season as an "dog annihilator," an ordinary flea gun, which may be procured at any drug store, for the small sum of ten cents, which filled with red pepper, answers the purpose admirably, as *one application cures*. The gun will eject the powder ten to fifteen feet, and not only strangles the dog, but blinds him temporarily, teaching him a lesson that he does not forget, for at least one season, as I can attest by several vicious dogs, that now give me a wide berth when in their vicinity.

Respectfully,

"ANNIHILATOR."

Mr. Blackham on the A. C. U.

Editor Bicycling World:—Mr Ducker's note in your issue of 4 March, seems to indicate that Mr. D. has failed to give the recitations of the L. A. W. that careful and discriminating attention that he usually bestows upon matters concern-

ing which he expresses himself in public. Some resolutions offered by me and adopted by a handsome majority (more than two to one) of a mail vote of the L. A. W. Board of Officers, provided, among other things, "That the Racing Board and Membership Committee be instructed to ignore any action, or pretended action, on the part of any other organization claiming to affect the amateur standing of any wheelman for acts done, or omitted to be done, in connection with cycling in the United States of America. Nor shall the record of such action be admitted even as collateral evidence in cases before the Racing Board or Membership Committee," also, "That if any wheelman has been suspended or expelled by our Racing Board or Membership Committee on account of said pretended action of any other organization, they are hereby restored to full and unblemished amateur standing."

Not a word here about restoring men who have lost standing racing under A. C. U. rules. Nothing except the plain declaration that, so far as cycling in this country is concerned, L. A. W. rules, and L. A. W. alone, are recognized by the L. A. W. The amateur law of the L. A. W. states, among other things, that "A cyclist ceases to be an amateur by . . . engaging in cycling . . . either as a means of obtaining a livelihood, or for a stated bet, money prize or gate money."

If any amateur cyclist does any of these things he forfeits his amateur status thereby, no matter whether he does them at an A. C. U. Meeting or at the annual fair of the Podunk Agricultural Association; and it would do him no more good to plead that the A. C. U. had abolished the amateur definition, than to plead that the rules of the Podunk Agricultural Association permitted amateurs to take money prizes. On the other hand, should the A. C. U. resolve to pass sentence of suspension upon a cyclist, that fact would not affect his amateur standing in the L. A. W. The L. A. W. might, it is true, try and suspend him for the same offence that the A. C. U. resolutions of suspension referred to, but it would be because of the offence itself and not at all because of the A. C. U. action in reference to it.

The fact is, that, so far as the L. A. W. is concerned, the A. C. U. has no existence, and nothing the A. C. U. can do, can in any way make or mar a cyclist's standing in L. A. W. eyes. So Mr. Ducker's mind may be relieved; even if his Union *should* abolish the amateur rule, or the Constitution of the United States, the world would move right along according to programme and a majority of people would never find out what a dreadful thing the A. C. U. had done. GEO. E. BLACKHAM,
L. A. W., 464.

Mr. Rogers Corrects "Brevity."

Editor Bicycling World:—Please allow me a small space in your paper in which to correct the false impressions which may have been created in the East

by your St. Louis correspondent, "Brevity," in your issue of 11 March. In the first place, he says, "There is a small-sized row betwixt Manager Rogers and his corps of League Meet chairmen." This statement is utterly untrue; there is not even a semblance of a row, large or small, of any kind, sort, or description between "Manager Rogers and his corps of League Meet chairmen," or between myself or any individual chairman, or between any of the chairmen; on the contrary, everything is perfectly smooth and harmonious, and the plans are moving rapidly toward perfection. His statement is entirely and utterly false.

His second statement, in regard to the printing of the programme, is absurd. He says, "It [the committee] favored a local printing house, while Rogers suggests the New York firm who did last years' work. Rogers kicks, committee defy." At the time your paper containing this statement was sent to the press, the bids and designs had not been submitted or shown to any one by Mr. Stewart of the programme committee; in fact, some of them had not been made. When they were brought forward by Mr. Stewart, last Saturday, 12 March, the unanimous judgment of all present was in favor of the design presented by Buxton and Skinner of St. Louis, and the contract will be awarded to them. Parenthetically I might remark, that this year's programme will be far ahead in style and make-up of anything of the kind ever gotten out before.

Please disabuse the minds of your eastern readers of the impression that even the semblance of a row exists over the League Meet. We may not in the past have lived here in St. Louis like little lambs in a fold, but pray believe that in the face of any event of the importance of the League Meet, we are capable of sinking all private and club differences in favor of united and harmonious work.

JOHN S. ROGERS.

W. B. EVERETT & Co., are now all ready to take in repair jobs. Their facilities and workmanship are unsurpassed. Don't wait till the last gun fires before you send in your machine for "fixin up."

THE New Columbia Tandem is now on exhibition as the Boston office of the Pope Manufacturing Company, 79 Franklin street. Wheelmen should not lose this opportunity to inspect the fine machine, the latest production of the Pope Manufacturing Company. We took a short whirl on this machine with Kennedy Child yesterday, and we were much pleased with its easy and smooth running.

FACTS to be considered:—Bread is the staff of human life, and advertising, done judiciously and persistently, is the staff of business. It compels inquiry, and when the article offered is of good quality and at a fair price, the natural result is increased sales. You can't eat enough in a week to last a year, and you

can't advertise on that plan either. But you can do your advertising all at one place and save money, time and brain wear by sending your advertising orders to the H. P. Hubbard Co., Judicious Advertising Agents and Experts, at New Haven, Conn. This Advertising Agency is endorsed by solid business houses, leading publishers and leading advertisers, for skill, thoroughness and the best of service to its patrons. The world's memory is short. It will forget you if you do not jog it frequently.

THE Gormully & Jeffery catalogue is out, and contains information of interest to the rider, who is in want of anything a cyclist may require, from a whistle up to full line of two and three wheeled cycles. The description of their new machines is full and exhaustive. The American Champion and Light Champion of course, being given the premier position in the catalogue. We will give details at a future date. One small detail struck our eye, and that was the "perfect fitting handle." It certainly looks "common sense" on paper.

"R. HOWELL is open to ride Woodside, or any man in the world, any distance from one to twenty miles, for any part of £500 a side. Howell would like to hear from Morgan, the manager of the American team, and will be pleased to cover any money that he may be disposed to put up. The racing season being close at hand, Howell thinks it time the Americans showed the "color of their money." Any deposit forwarded to the *Sporting Life* will meet with immediate attention."

WM. READ & SONS have filled a good order for the New Mail to be sent to the Island of Cuba. The New Mail is receiving substantial proof of public confidence and appreciation, both at home and abroad.

WHEEL CLUB DOINGS

QUITE a lot of Wheel Club Doings crowded out this week.

THE Troy Wheelmen have elected the following officers for the ensuing year: President, R. D. Cook; vice-president, T. W. Hislop; recording secretary, H. A. Everett; corresponding secretary, G. B. Fales; financial secretary, H. R. Church; treasurer, F. H. Norris; captain, W. M. Thiessen; first-lieutenant, A. F. Edmans; second-lieutenant, H. P. Cole; first bugler, F. H. Norris; second bugler, G. L. Bovie; color bearer, H. R. Church; surgeon, Dr. J. W. Morris; trustees, T. W. Hislop, chairman, F. P. Edmans, J. V. Wilson, C. H. Gabeler, J. R. Mulliken; house committee, J. E. Miller, chairman, C. H. Wall, W. M. Taylor, re-elected.

THE Mavericks of East Boston, will have their annual supper at the Maverick House, East Boston, next Tuesday evening.

THE Somervilles gave their last entertainment at the club house. It was ladies' night. The ladies all expressed sorrow that the riding season was so near at hand. They prefer the social side of the life of the Somervilles. This club boasts of fifty-two riders now.

THE Nonantum Club, of Newton, is to branch out into more commodious quarters. It is claimed they will have the finest suburban cycling quarters to be found round Boston.

THE Jamaica Club also have decided that that it has outgrown its present quarters, and it will hereafter be found domiciled more sumptuously, though not more comfortably than of yore. At the March meeting of this club, the following officers were elected: C. A. Underwood, president; George F. Riley, vice-president; E. J. Woodworth, secretary; F. C. Wellington, captain; E. C. Chase, first lieutenant; Waldo Cushing, second lieutenant; W. D. Eldridge, bugler. The club has decided to raise the dues to \$8.00.

A NEW bicycle club was organized at Glen's Falls, N. Y., last week. The officers are: President, Dr. F. L. R. Chapin; vice-president, James Knight; secretary, Herbert Knight; treasurer, John Cankens.

THE semi-annual election of officers of the Norwalk, (Ct.) Wheel Club took place 7 March, 1887. President, W. T. Olmstead; vice-president, C. E. Miller; secretary, E. M. Jackson; treasurer, O. B. Jackson; captain, H. Van Ness.

At a meeting, held 15 March, the Council Bluffs (Iowa) Ramblers, met and organized a bicycle club, with thirteen members, the following officers being elected: President, F. C. Cook; vice-president, A. E. McFarland, secretary and treasurer, I. N. Parsons. Road officers will be elected as soon as the organization is perfected.

The Massachusetts Last Ladies' Night.

MANY of the fair guests of this club, last Saturday evening, felt a sort of sadness in the knowledge that Spring was near at hand, and that the series of enjoyable entertainments the Massachusetts Club had been giving during the past winter had now reached the end. The rooms of the club were never so crowded as on this occasion. As usual, the entertainment was divided, the first part being of vocal, instrumental, and recitations. The programme commenced with a piano duet, by E. C. Registein and J. Chelius, after which the Boston Ideal Banjo Quartette gave a selection. Song by Mr. Franklin, A. Shaw; reading by D. W. Colbath; violin solo by Master Stearns, son of Mr. Stearns, President of Brooklyn Club; song by Miss Jessie Oliver, of the Ladies' Schubert Quartette; songs by a male vocal quartette; song by Miss Maud Williams, all had an encore. The

Banjo Quartette had to play over and over again, so enthusiastic was the audience. After this enjoyable programme had been given, the guests passed the time until supper by dancing, a fine orchestra of six pieces furnishing music.

Harvey Blunt the caterer, had prepared a fine supper, and at about 11 P. M. the guests were invited downstairs to partake thereof. It was pretty close on to Sunday morning before the last member had departed, thus bringing to a successful close a series of parties the Massachusetts Club have just cause to be proud of.

The Boston's last "Birthday."

A VERY "good imitation" of a German scene was presented to those who were fortunate enough to be present at the last entertainment of the season given at the Boston Club house last Saturday evening, in honor of those members whose birthday comes in the rugged month of March. There have been three parties of this kind, each one having a distinct character of its own. This time King Gambrinus reigned. The king being represented in the person of Mr. C. P. Donahue, the heart, soul, and life of these unique entertainments. The princes of the house of Gambrinus were also the beneficiaries, were eight in number, and in common and club life are known as Messrs. W. B. Everett, W. F. Crafts, H. R. Robinson, R. M. Huston, W. W. Keith, — Stanwood, J. F. Brown, C. W. Fourdrinier.

Each of these gentlemen were arrayed in the white apron and cap, and in their shirt sleeves, assisted in distributing the contents of two kegs of Bock among some fifty or sixty thirsty members. Pretzels, Bologna, and cheese, were also freely distributed, and smoke from pipe and cigar made the "imitation" of a German resort a very close one. King Donahue presented the presents, and was as usual happy in his speeches. Without making any invidious comparisons, we cannot help giving the cake to Prince Everett, who, in replying, read a poem narrating the adventures of the party who visited the "Home of the Tobbogan" last month. The rest of the beneficiaries did themselves proud, excepting when their confusion at the aptness and magnificence of the presents overcame them.

Special mention must be made of the banjo playing of two gentlemen who kindly volunteered. It was admitted by all, that finer duet playing had never been heard.

Thanks are also due to Mr. Frank Donahue who on this occasion, as on former ones, presided at the piano. Songs, speeches, recitations, and general fun filled in the time until near midnight. The verdict is, that these Birthday parties will become a permanent institution with the Bostons. The success of them is due wholly to the indefatigable energy and bright originality of Mr. C. P. Donahue.

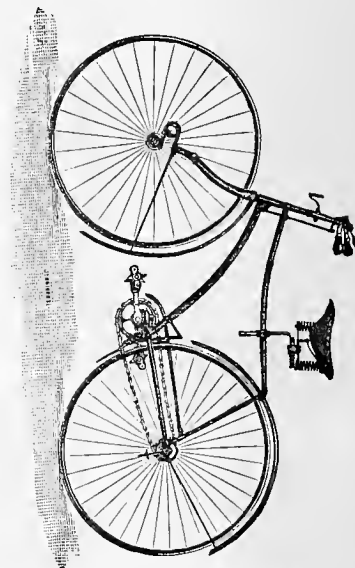
THE TRADE

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The Swift Safety.

COVENTRY MACHINE COMPANY, 239 COLUMBUS AVENUE, BOSTON, MASS.



THIS week we are in a position to describe to our readers one of the very latest arrivals from across the deep — the Swift Safety. There are several features in the machine different from the majority of rear-driving safeties. The shape of the frame is a departure from many of this style, being almost a perfect diamond in form. The rider is placed well over his work, so that vertical tread is assured. The front forks instead of coming down solid to the axle, are hung on the patent spring, so well and favorably known on their Marlboro' Club tricycle. The brake is applied to the rear wheel, instead of to the front, as has been usual, it is claimed that more power can be applied in this way. Another feature is that the driving chain runs on the gear wheel, which is placed between the point where rear fork comes to the axle, and the hub of the wheel. Usually, the gear wheels have been placed outside the fork. The new way ensures a more steady bearing, and much less spring to the axle.

SPECIFICATION.

Thirty-inch wheels, geared to 57-inch.
Ball bearings to both wheels and cranks.
Adjustable seat and handles.
Patent spring forks.
All bright parts plated, spokes and remainder enamelled plain black.
Ball pedals, rubber or rat trap.

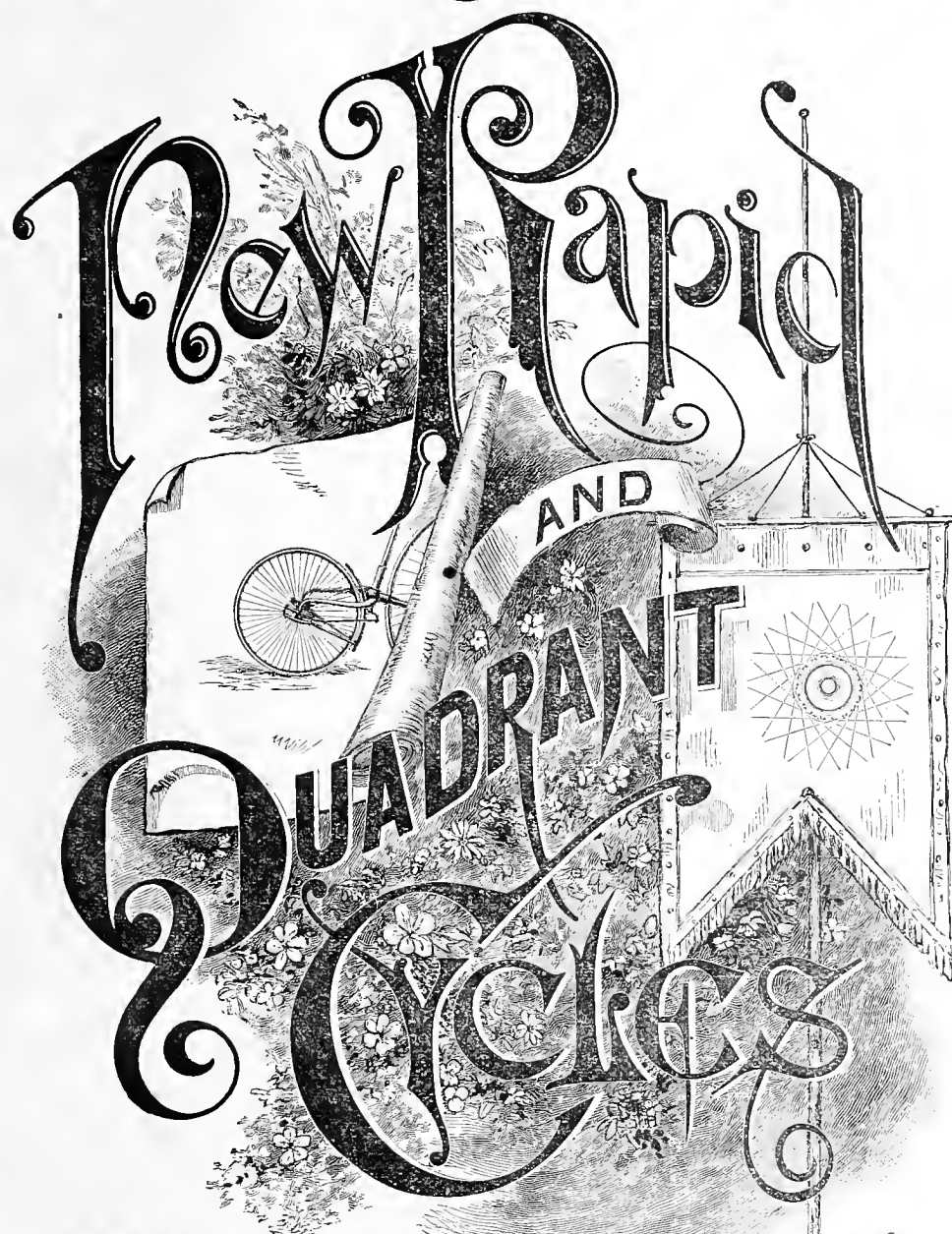
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VICTOR TRICYCLE.

The Victor Tricycle.

OVERMAN WHEEL COMPANY, BOSTON.

The thing that is new and novel which we present to our readers, this week, is the Victor tricycle, a cut of which appears at the head of this article. The novel features introduced to destroy vibration from the front wheel, are used in this three-wheeler, and as it has already been described in our issue of 11 March, page 327 (Victor Safety), we will pass this over, and go on at once to the other points of this machine.

One of the difficulties the Overman people have aimed to obviate, is the springing of the axle when driving power is put on the chain. They depart from the usual means adopted of putting a third (or fourth) bearing, near the centre, and fastening it to the frame, in this manner: They put a third bearing near the centre of axle. This bearing is fastened by swivel to a steel brace rod, the other end of which is bolted to the lower end of the crank hanger. By means of right and left hand threads and nuts in the centre of the brace rod the tension can be adjusted to a hair. By this means it will be seen that it is impossible to spring the axle by any drag power that can be put on the axle by means of the driving chain.

The driving wheels are thirty-eight inches, and the front wheel, twenty-two, the spring fork making any larger size for pilot unnecessary.

The frame that carries the axle is of the "bridge" form, and the outside bearings are placed near the wheels. The gears are of forged steel, and cut by machinery, this part being perfectly enclosed to protect from dust. The gear is divided in centre in such a way that its two faces form an arch which helps to take the strain of the driving chain.

Rims and tires are hollow, true tangent spokes and forged steel hubs of small diameter.

Length of base forty-one inches, width of base twenty-nine inches.

Crank can be adjusted from five and three quarters to six and a quarter inches.

Handle bar adjustable.

The spring used will be one of an unusually easy pattern, and the saddle will be of the type used on the bicycles of this make. The leather is made so as to be easily and instantly detachable.

The machine has been built with an eye to strength, but it will only weigh about seventy pounds.

Fish, enamel and nickel.

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FOR SALE.—One 54-inch Expert Columbia bicycle, full nickelled, except spokes enamelled; cowhorn bars; Kirkpatrick saddle, in first-class condition; best offer over \$85 takes it. Address, J. E. SEARLES, Little Falls, N. Y.

A NEW RUDGE.—I will sell my new 53-inch Rudge bicycle, cheap, if bought at once. Curved bar, spade handles, Kirkpatrick saddle, Columbia double-grip pedals, adjustable step, put together especially for me. Condition perfect. I believe no better or easier running machine was ever made. Has been ridden but a few miles. Reason for selling, I shall not ride this season. HENRY W. WILLIAMS, 258 Washington street, Boston, or care Massachusetts Bicycle Club, 152 Newbury street.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-in., or 54-in. Columbia Bicycle, can find a purchaser by addressing CVCLE, P. O. Box 534, New Britain, Conn.

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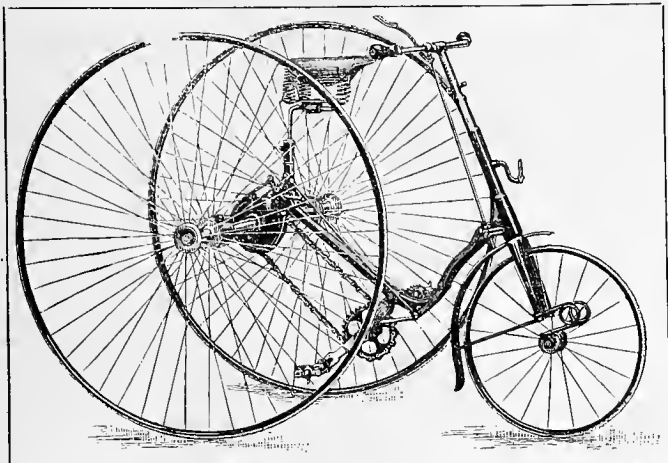
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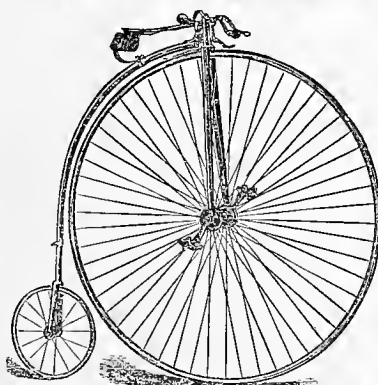
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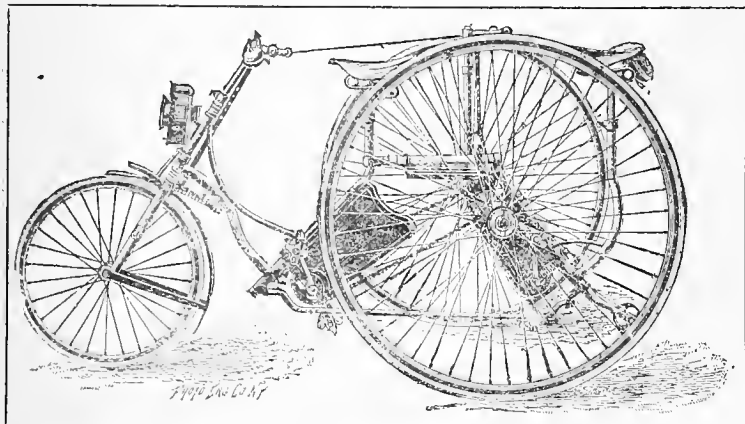
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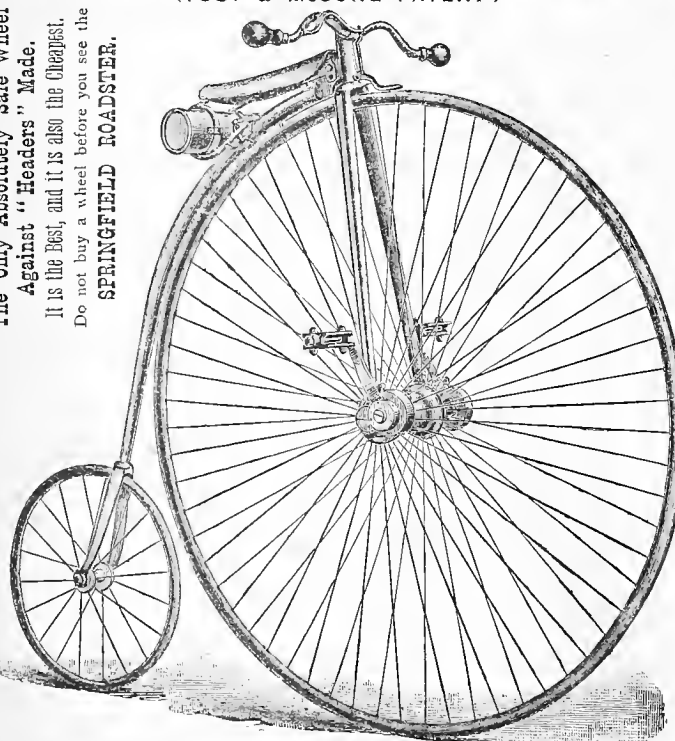
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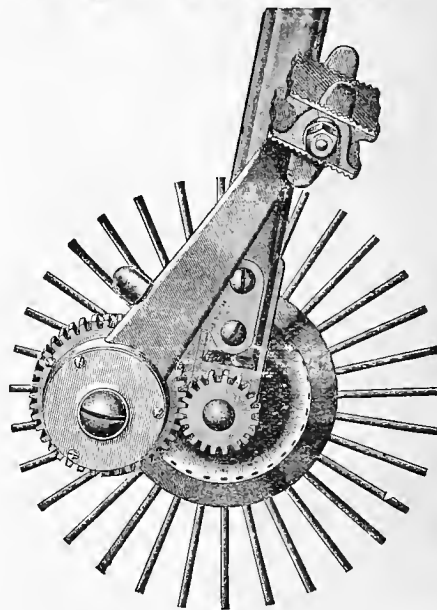
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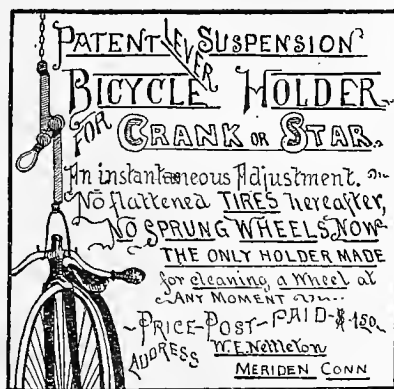
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Number 22.

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2 48	" "	85 00	17 56	" "	100 00	31 54	Standard Columbia.....	35 00
3 50	" " new.....	95 00	18 56	" "	95 00	32 50	Woodstock.....	35 00
4 50	" "	90 00	19 56	" "	95 00	33 50	Champion	50 00
5 50	" "	75 00	20 56	" "	95 00	34 52	Premier	50 00
6 50	" "	95 00	21 53	" " Racer.....	75 00	35 52	American.....	30 00
7 52	" "	85 00	22 54	" " "	85 00	36 56	Expert.....	65 00
8 52	" "	95 00	23 54	" " "	85 00	37 48	Standard Columbia.....	40 00
9 52	" "	75 00	24 53 1/2	" " "	65 00	38 48	Gooch	50 00
10 52	" "	95 00	25 54	" " "	85 00	39 51	Star	45 00
11 53	" "	95 00	26 56	Sanspareil	40 00	40 51	Star	50 00
13 54	" "	95 00	27 56	American.....	50 00	41	Kangaroo Safety.....	75 00
14 54	" "	95 00	28 56	Harvard	50 00	42	" "	85 00
15 54	" "	85 00	29 54	"	50 00			

 Above Royal Mails are great bargains. They all have the tangent-tied spokes, and the wheels are as serviceable as new for use; in fact, many scarcely show any riding. Exchanged for different sizes. They will soon be taken up.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years been in the front rank, gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. We claim no other in the market is of such first-class workmanship, and we think it is conceded to be the handsomest wheel. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

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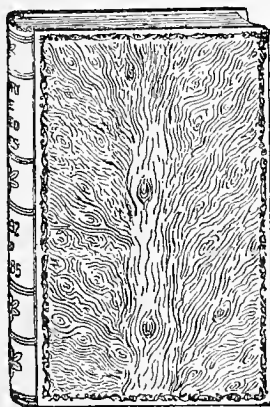
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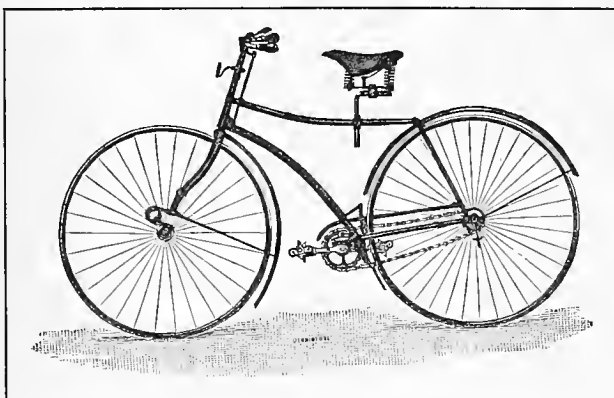
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THE COVENTRY MACHINISTS' CO.

THE

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October 30, 1886.

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SEE "BICYCLING WORLD," MARCH 25, 1887.

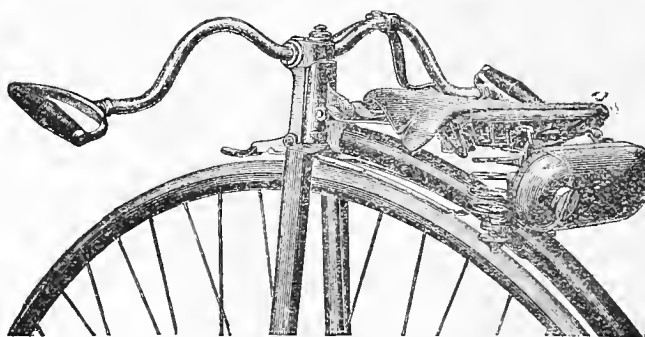
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TOWNSEND SADDLE.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

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More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

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To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. See inside of front cover.

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179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 1 APRIL, 1887.

MR. DUCKER'S vindication in another column will be read with interest and gratification by all Americans. The slur which has been cast on American reliability and truthfulness by the *Cyclist* and *Bi-News* "crowd" got to be a source of constant irritation, and we rejoice that the report of Mr. A. J. Wilson will compel these men to swallow their own words—to eat crow—the digestion of which will be painful and of long duration. Tally one for Ducker.

MR. H. E. DUCKER'S clarion-like call to arms did not seem to enthuse the

board of officers of that organization to any great extent, and the attempts to get a quorum last Saturday afternoon at the United States Hotel in this city, proved a dismal failure. It requires ten members to make a quorum, but the most strenuous efforts, and the most urgent appeal on the part of the worthy president, failed to rally more than four.

WHEN such apathy as this displays itself, it is safe to prophesy that the doom of dissolution is inevitable, and that the A. C. U. has reached the span of its short but merry life. There is not the least doubt but the cold shoulder presented by the L. A. W. to the infant A. C. U. has done much to numb the vitality of the latter organization. Paralysis seems to have seized its limbs, and death seems near at hand.

WE must say we do regret that an organization with racing as its special object and words, has not been made a success. We think as we have often stated before, that the true mission of the L. A. W. would in no way be interfered with, by the firm establishment of a Racing League formed on proper and common sense lines. An organization whose sole aim and object would be to foster and encourage racing.

THE racing outlook for the season of '87 is not of roseate hue, even to the most confirmed optimist. The large race-giving clubs are very much on the fence, with their feet hanging over the side that does not promise big tournaments. The Springfield Club say "nay" when the question is put to them, and the Lynn Club are naturally afraid of cutting too wide a swarth, so the chances for a large meeting at that place are very slim.

WE think the L. A. W. has not done right in discouraging the formation of an organization to be purely devoted to the interest of racing. It is no excuse that the racing rules and methods of the A. C. U. were not in line with the L. A. W. A willingness was evinced by the A. C. U. to confer with the L. A. W., and come, if possible to some understanding on the matter, which would be mutually satisfactory, and redound to the permanent benefit of racing. We contend that the L. A. W. has the broadest kind of a field to cover, if it

conscientiously does the work laid down in the original constitution. Plenty broad enough without racing.

ALMOST everything has been tried to make these later day race meetings interesting. One experiment has been left untried, and that is class racing and time limit. The cry last year was that the races were mere slow processions, and the complaint was in most cases a just one. For instance, we will suppose the class to be a 2.50 one. Make it obligatory on the winner to cover the distance in 2.55, or no prize.

THIS seems to be a hard year for "official organs." The C. T. C. *Gazette* cost \$15,000 to print and distribute, while the income from advertisers amounted to \$6,850, leaving a deficit of \$8,200 to be paid by the members at large. The consequence is, that the cry of "reform and retrenchment" is about as loud and emphatic in England as in the United States.

THE trouble does not stop here with the C. T. C. The general account shows a deficit over and above all sources of income of \$3,400 in round figures, for the year 1886. There is only one consolation in our own trouble with the L. A. W., and that is, we cannot be laughed at by the Englishmen. So far so good, but, gentlemen, where is the remedy? The members of both clubs are loth to do either one of the two imperatively necessary things, but it must come. Retrench or increase dues? Which shall it be gentlemen?

"KARL KRON," in our last week's issue, made rather a savage assault on the C. T. C. The gentleman, though not a member of the club, has of course a right to criticise as he sees fit. We think, however, he stepped over the bounds a trifle in condemning the entire organization, simply because Mr. Shipton's methods have not been *sans reproche*. Personalities should have nothing to do with Mr. Weston's scheme, and while we do not propose to espouse the "idea international," we think it should be handled without dragging in abuse that has no bearing on the case. Mr. Weston and his ideas are human, hence fallible; yet we deplore the fact that Mr. Kron is the first one, in the columns of the BICYCLING WORLD, who has ever attacked the *pater* in a way that smacks

too much of the personal. Mr. Weston's quiet reply in another column, is in striking contrast with Karl Kron's letter of last week.

THE *Wheel* says it will reveal the identity of the "Colonel," the supposed Boston correspondent of the *American Athlete*. We place his residence in Philadelphia, and the initial of his name will be found near the head of the alphabet. That is *our* guess.

The American Team Abroad.

Editor Bicycling World:—At last in the land of the shamrock, after a tough sea voyage, fourteen days from New York to Londonderry. The trip across proved the American champion the best sailor, although Ralph Temple stood it well, and poor, unfortunate me was the particular victim of Neptune. It was a

BRIGHT MOONLIGHT NIGHT, when the pilot sprung aboard off the coast of North Ireland, and piloted the good ship "Belgravia" into the placid waters of Lough Foyle. The tug came alongside, and with our cases of bicycles and luggage aboard, we bade adieu to our fellow passengers, who sent up three ringing cheers for the American team. The tug headed down stream, and we soon found ourselves in the hands of the custom officials at Londonderry. After an examination of our effects—the cases coming in for no little attention, owing to the belief that they contained arms, we proceeded to Jury's Hotel, and tackled as good roast beef as ever graced a table. In the morning Howard Ronson, of the Londonderry Bicycle Club, and several newspaper men showed us the sights of the gallant old city of Derry. By the afternoon, a large number of cyclists and citizens followed us around, and when the afternoon train was boarded for Coleraine, a jolly crowd shook hands when the train pulled out.

"WELCOME BACK TO IRELAND,"

said the guard of the train, a handsome man of fine proportions, to Woodside, who seemed astonished at the recognition, but it seems McNeedle was the guard of the train that carried the champion to Derry five years ago, on his trip out, and he now carried him back home. After a run of thirty-nine miles along the seashore, with grand scenery on our right hand, the train arrived at Coleraine. A distinguished company of Mr. Woodside's friends was on the platform, including among the most prominent the following: Daniel Taylor, Esq., ex M.P.; Robert Taylor, proprietor of the famous Coleraine distillery; John McCombie, editor *Coleraine Chronicle*; Charles Russell, editor *Constitution*; Judge Michael Donney, W. Woodside, Esq., J. P., and others. A drive in the Woodside family carriage through the little town of Coleraine, and a mile of prosperous-looking country, brought the party in front of the Woodside residence—

Dunduan House. The mother, sisters, and brothers gave the wanderer a warm welcome, and in the evening huge bonfires blazed in many directions, in token of welcome.

"TO THE YOUNG MASTER"

of Dunduan, and a large concourse of neighbors was addressed by the crack cyclist, who told them of America, and a sketch of his doings abroad. Speeches by the other two members of the team, and Mr. Woodside, Senior, and after the health of the son and heir had been drunk, the welcome of the first day ended. Touring around the famous Antrim coast for eight successive days, without one drop of rain, has persuaded the tourists that rain must have given the Old Country a rest. The roads are fairly good around here, and would be first-class, but for the freshly-laid stones placed always at this time. Dinners to the team tendered by Daniel Taylor, ex M. P.; Robert Woodside, Esq., Robert Taylor, Esq., Miss C. Patton, W. Woodside, Sr., and the Mayor of Coleraine, have kept the

DIGESTIVE POWERS OF THE VISITORS

very busy. During a visit to Ballycastle, on Tuesday last, a good ride of fifty miles by road, was made by Woodside and Morgan. Woodside, Sr., and Temple taking the train. A warm welcome was given the cyclists by the leading citizens at the Antrim Arms. A C. T. C. Register was a prominent article of interest, and Ralph Temple printed the beautiful legend, "The American Team," therein, notwithstanding Mr. Shipton's instructions to the contrary. By special request, Temple entertained a large crowd of spectators—for it was monthly fair day—in the market square, with trick cycling, much to the delight and astonishment of the people. In response to numerous calls, Woodside mounted a cart, and commenced, "Fellow-citizens and countrymen. I now stand before you—" he got so far when he slipped on some straw, and

FELL OUT OF THE CART,

amid laughter. Remounting, he addressed the Irishmen for ten minutes, followed by the "Senator" and Temple. Our reception in the North of Ireland has, indeed, been a most flattering one, and the press and people have vied with each other in attentions. The Londonderry Bicycle Club tendered the Americans a banquet on Friday night, when covers were laid for thirty, and a grand time resulted. John L. Dunbar, of Dublin, editor of the *Athletic and Cycling News*, the *Irish Sportsman* and *Dublin Express*, has charge of the business of the team in Ireland, and has already made partial arrangements for the team's appearance on Ballybridge Grounds, in conjunction with the Irish Cycling Association, at Easter, when the fastest Irish amateurs will have sanction to meet the American Pros. The team leaves here for Dublin, via Belfast, to-morrow, to commence active training, although their some three

hundred miles on the road have been of service to them. The kindness of the "Dunduan House" people, who have so ably entertained the travellers will long be remembered. The *BICYCLING WORLD* reached us yesterday, and the "news" was eagerly read. My next letter will deal with the important cycling cities of Belfast and Dublin. W. J. MORGAN.

DUNDUAN HOUSE, COLERAINE, IRELAND.

12 March, 1887.

Here and There.

THE many friends of H. W. Gaskell will be pleased to learn that last Monday he was ensconced in the salesroom of the Pope Manufacturing Company as the head of the retail department. Mr. Gaskell's knowledge of the cycle business and especially his experience in the London depot of the Coventry Machinists Company, ought to fit him well for his new position and make him a valuable acquisition to the already large and capable staff of Pope's employees. Mr. Gaskell has been the recipient of many congratulations during the past week. I am informed that he will not be absent from competitions on the road and path this season, but will pedal a Columbia with the same pluck as was his wont when riding other mounts.

WHILE in a congratulatory mood, it is befitting that I should felicitate Colonel Pope on the addition to his family of a fine boy. The daily press call him "another prospective bicyclist," which prophetic announcement I trust will be fulfilled.

I expected that my little note about the *Globe* and the rash methods it adopts, would call forth some reply from the gentleman who compiles the cycle notes of that paper, but I did not suppose that it would assume the form of a note relating to my private affairs. It is exceedingly pleasant to know that you are going to do certain things that you don't intend to do, and that some newspaper reporter is much better posted as to your thoughts and intentions than you are yourself. But this is characteristic of the *Globe*, and as near as I can judge, the farther off a reporter comes from the truth, the higher he is rated at headquarters.

THE editor is rather busy this week, and he has asked me to walk about among the trade and pick up a few items as to what our good friends our advertisers are doing. I am always glad to obey his behests, but, notwithstanding my willingness to do so, I succeeded but partially this time and only called on three or four of those I intended to visit. But they are not forgotten and will be reached ere long. In the meantime, if they have anything real good in the way of information, I trust they will keep it for the *WORLD's* readers.

I dropped in a few days ago at Lovell's Sons to see the Springfield Roadster, and hear Tommy Lovell expatiate on the advantages of that machine and tell about what he was going to do in the way of

The
L. A. W. BULLETIN.
P. O. BOX
ABOT BASSETT.
BIRMINGHAM.
205 WALTON STREET PHILA & PENNA.
BOX 1184

Philadelphia, 3 Feb 1887

E Stanley Hart & Co

Gentlemen,

You are hereby notified that we shall terminate with the issue of the Bulletin for February 20th any and all contracts for printing the League Bulletin that may exist between your firm and the League of American Wheelmen or its officials and furthermore we shall retain the right to terminate the contract before that date if we find that your service is unsatisfactory

Respectfully Yours
Abot Bassett
Sec. - Ed. L. A. W.

Who is Correct?

In the advertising columns of the supplement will be found a facsimile letter of Mr. Bassett, the Secretary-Editor, cancelling contract held by Messrs. Stanley, Hart & Co. for printing the *Bulletin*. There is nothing in the letter of a startling nature, and it coincides with Mr. Bassett's editorial announcement in the *Bulletin* of 4 March. The Secretary-Editor in same editorial, says, "On Saturday last, 26 February, the firm suddenly discovered that they were so busy that they could not print the issue for this week, 4 March, and we were obliged to make a quick move to Boston."

WE have in our possession copies of affidavits from Edwin M. Spencer and S. C. Smith, Jr., in which they swear that they were present 26 and 28 February, at conventions held by Mr. Wells, on behalf of Stanley, Hart & Co. and Mr. Bassett, in which the former offered to print the *Bulletin* of 4 March, if any convenience to Mr. Bassett, but that Mr. Bassett declined. Here arises a question of veracity. Mr. Bassett, in his editorial, says that Stanley, Hart & Co. refused to print the 4 March issue, while Stanley, Hart & Co. furnish affidavits that their offer to print this issue, without conditions, was twice declined. Verily, the trouble seems to be thickening instead of clearing away.

Photographic.

WILL some doubting Thomas please get out his pencil and figure on this?

"At a meeting of the Photographic Society, of Philadelphia, the question was asked, 'What can be considered as the 'instantaneousness' of gelatine plates and the well-ascertained shortest exposure attained. Mr. David Pepper, Jr., stated that a picture of a ball falling before a screen had been taken with one of Mr. Muybridge's fastest shutters in the one one thousandth of a second. Mr. David Cooper, who was present as a visitor, referred to a picture made by Mr. W. T. Gregg, of a projectile being fired from a dynamite gun. The shell was shown a short distance in front of the muzzle of the gun, and was blurred about one half its length. The velocity of the projectile was stated to be twelve hundred feet per second. In front of the shell could be seen what was claimed to be a cushion of compressed air. This cushion had the appearance of a comet, and was supposed to be the cause of the difficulty or impossibility of hitting with a pistol bullet a suspended egg-shell or handkerchief. Capt. MacNitt of the Frankford Arsenal stated that he had been trying for two years to devise a means to accomplish this. The difficulty seemed to be in securing sufficient rapidity of exposure, at the same time having a position near enough to get a respectable sized picture. The projectile, moving at from 1,200 to 1,600 feet per second, would require a faster shutter than he had yet seen. The high veloci-

ties of projectiles at the muzzle has led to the suggestion that they might be gotten at a point, say five hundred yards off, where the velocity is considerably reduced, but this has placed other difficulties in the way, chief among which is exposing while the projectiles are in the field of view. Mr. Bartlett expressed his doubts whether the most sensitive film is capable of recording the presence of the cushion of air preceding the projectile, inasmuch as the atmosphere, even under the greatest pressure, would be invisible. He thought we might as well expect the photographic image of the temporary vacuum which follows the ball.

HERE is a wrinkle from *Reveree and Dramatic Critic*: Nothing is more pleasing nor puzzling to the uninitiated, than photographs of marine views representing moonlit scenes, and purporting to have been taken by lunar light. In a well-executed photograph of this kind the deception is perfect,—all objects are dark and indistinct; there is the moon high in the heavens or just rising, and her silvery reflection lighting the rippling water, in which appear the dark shadows of vessels and other objects. There is so little doubt in the minds of most people not in the secret that these pictures are not exactly what they seem, that I have heard intelligent men declare positively that they had seen photographs of this description which they *knew* to have been taken at night. They were not taken at night, however, all optical proof to the contrary, but in the broadest and brightest of daylight, the whole secret being that to produce a "moonlight" you must point the camera across some bit of water directly toward the sun, so that his light will shine full into the lens. Do not expose for details; the picture is more effective without them. Also do not take in a broad sweep of brightly lighted water. A few points of rippling light here and there are much more beautiful and delusive. Print these pictures very dark, almost black, so that the light bits may be intensified by contrast. Midnights may be produced in the same manner as "moonlights," only without showing the moon in the sky or its light on the water. They are generally taken on land, and of course printed very dark. Their salient features are solitary figures or objects dimly silhouetted against the sky.

A CERTAIN bicyclist in an adjoining town has the walls of his room covered with mementoes of his different trips. Camps, kettles, roadside inns, "headers" and fellow bicyclists all have their place. On a trip a few years ago, it is related that he came across a carriage which had been dashed into the ditch by a fractious colt. Without waiting to dismount he photographed the smash-up, and then dismounted to lend valiant assistance. On his first trip he photographed the village inn, with mine host at the door with his bountiful wife and daughter. The maid servants and stable boys were

strung around, with the conscious expression of "being taken" on every feature. Farther on his trip he came across a golden-haired little beauty of seven summers, with the clover to her waist and a bunch of daisies in her hand. The final photograph of his trip is a quiet lake surrounded by mountains, at sunset, with a bicyclers' camp near the shore. The bicyclist says that next to his beloved machine he prizes his camera and art gallery. — *Springfield Republican*.

MOVING some veritable chestnuts of bicycles the other day in Oraton Hall, to make room for the crowd who would attend the "last performance" of the American Team, I came across a very old time Extraordinary Safety. It was indeed extraordinary, alongside of the present modern wheel. I have seen two or three of those wheels in my travels, as well as other old-time makes, and when I look at them I pity the beginner whose friends "advise them to purchase a second-hand wheel to commence life with."

GOVERNMENTS call old silver and gold in to their treasuries when it is worn and decreased in value. Now would it not be just as well for suffering humanity, and the beginners in particular, if those cycling chestnuts were called in by their respective manufacturers, as they have ceased to be "things of beauty and a joy forever." A new rider can learn more quickly, and is ten times less in danger on a new wheel, than by using some of the old warriors that have seen their day, and should be entitled to a rest.

MORGAN.

Health upon Wheels. By W. Gordon Stables, M. D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Midding" Class. The Morning Tub. Rules for Seaside Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times. Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. By mail, 50 cents. This Publication and the *World* for one year, \$1.35.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information, without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the *World* for one year, \$1.25.

Curtis on Training. By H. L. Curtis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly endorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the *World* for one year, \$1.35.

Guide to Bicycling. By Henry Sturmeay. 100 pages. Contents: History and Status of the Bicycle. Learning to Ride. Selection of Machine. Table of Sizes. Table of sizes by Leg Measurement. Hints on Purchasing. Care of Machine. Dismounting. Road Riding. Costume. Accidents. Clubs. Racing and Training. Construction of Track. Cycling Institutions. Forms for Club Constitutions, etc., etc. A Book for the Veteran and the Novice. By mail, 50 cents. This Publication and the *World* for one year, \$1.35.

riding next season, but I was somewhat disappointed, as Tommy was out. Mr. Yost, however, told me all about his patented wheel and of the advantages it possesses over the ordinary crank bicycle, and, with the glibness of a good salesman, went rapidly from one point to another with just enough pause to enable me to digest what he had already said. The price is very reasonable, and will prove an attraction to many a young man who would ride if ordinary bicycles were not so expensive. The Springfield is made but one size and this it is alleged, is a material point in economy of construction. As I have not tried the wheel, I can only tell my readers to follow the fair advice in the circular before me, "Do not buy your mount for 1887 before you see it."

I was introduced to Mr. Bean, the inventor of Bean's breech-loading gun cane, and was shown a gun which in length when closed, is but thirty-four inches, and which weighs but about two and one half pounds, and is made up in the form of as good a walking cane as one could wish tramping across country or for cycle touring. I should say this gun was just the thing, as it ought to be effective when used, and yet loses all appearance of a gun when closed.

As William Read & Sons is but a few doors beyond Lovell's, I determined to drop in and see the "New Mail" bicycle I had heard such favorable reports of. Of course the material is A 1, as we know that the Reads would not knowingly risk their reputation on anything else. The finish and workmanship of the samples I saw were first-class, and the machine, in appearance and symmetry of contour, is one of the handsomest I ever laid my eyes on. The Reads are certainly to be congratulated on their production.

I NEXT went to the Rudge headquarters and was taken in hand by Mr. Doane who kindly trotted out all his new machines for my inspection. As all of them have been described in these columns, and as the reputation of the Rudge is so good, I can, without slighting the machines in the least, pass them by with a very brief note. The Rudge bicycles I noticed, has a better shaped and a stiffer fork than formerly, and thus does away with the only thing about it that was at all open even to captious criticism. The spokes are twice tied and thickened at the butted end. The Bicycleette is a first-rate looking Rover pattern machine, and the Crescent tandem is a splendid long double with a wheel base and plenty of distance between the riders. It steers from the front or rear, and has a simple and ingenious arrangement for shifting the position of the front rider according as he or she is light or heavy. None of the Rudge wheels have any particular fads about them, but are clean cut and simple machines, built on most approved lines.

The Pope Manufacturing Company will shortly send out a single tricycle, the details of which have not yet been made

public. I esteem it as a favor to be able to make the first announcement to the readers of the WORLD. For a fuller description than I have space for, I would advise my readers to send for the next edition of Pope's catalogue. In the first place, their new tricycle is to be of the cripper pattern, and not unlike the Columbia racer on which Burnham was so successful. It will have forty and twenty-four inch wheels, and seven-eighths and three-quarter inch tires and weigh not over sixty pounds. "Resultant" spokes, hollow felloes, ball-steering head, tubular front fork, forty-inch wheel base thirty-three-inch track and spade handles are the other very excellent features it will possess. In my humble opinion, that reaches a combination which commends itself to light riders who want a machine that will land one well at the head of the procession. The Columbia tandem, too, is a splendidly sound and well-designed looking mount. LONDON W.

St. Louis.

IN the midst of a municipal election, the wheelmen are having their own little battle over the mail vote. There are two tickets in the field, one appearing in the *Wheelman*, and the other having been mailed, no one knows by whom. May the best win.

J. A. LEWIS, division treasurer, was feted by a few friends, last night, prior to his departure for Europe. Ab. is dear to all the boys, and will doubtless remain in office the coming year.

"POOH-BAH" Baker resigns as chairman of the Entertainment Committee, League Meet, and goes to Europe too, while Fred Beckers and Ed. Woestman hie away to the mining camps of Colorado, on business bent.

PERCY STONE has received an invite to race Knapp, in Denver, early next May. He says he may go if all is favorable. Percy has been freed from team ties for the season, and says the rest of the Victor team will also race where they please. Ives and Rhodes will certainly enter the road race, and Knapp thinks of trying his hand at it.

THE pool-selling scheme to be run in connection with the road race is in bad flavor, and the P. D. has been making it red-hot for the *Wheelman*.

STEWART, Brewster and Beach, go to Chicago to-night, to persuade Burley Ayers to do the descriptive work on the meet programme. If Burley accepts, we may expect something rich.

THE Missouri Amateur Athletic Club is enjoying a wrangle within itself, the bone of contention being the correct def-

inition of an amateur. Some of the best members are "proms.," and don't want to get out. "What fools these mortals be."

AN old Sunday labor law has been revived, and awaits the "phist" of our governor. If it is passed, suppose the DeSoto run called for to-morrow week will have to slide, for surely that would be Sunday labor. BREVITY.

In and Around Newark.

CYCLING is beginning to boom in this part of the world, judging from the business done by the dealers. The Essex Bicycle works is pushed to its utmost capacity turning out the Fish Saddles, and cannot supply the demand. The Cunard people are in high feather over the outlook. Reber and Saich are working early and late, getting ready for turning out the King wheel. H. A. Smith & Co's place is crowded with work, and their books filled with orders for new wheels; while Oraton Hall is nowhere near large enough to accommodate the enthusiasts who are anxiously endeavouring to master the art of riding the friskly Star, and the different types of cranks and safeties. As this is the only training school in this vicinity it catches all the novices.

ALL who are willing to give the New Jersey Cycling and Athletic Association a lift, and assist in placing them in a position to make a "go" of the Roseville track, should attend the auction sale of delinquent's stock, at Oraton Hall, on Monday evening, 4 April.

APROPPOS of the above, the statement in the *Bulletin* of 25 March, to the effect "That the capital stock, etc., would be sold," is entirely without foundation, and should be corrected by the Secretary-Editor, who I do not think would knowingly allow such a misleading statement to appear. The capital stock is *not* for sale; the sale on Monday night simply comprises 286 shares, the holders of which have paid from ten to seventy per cent thereon, and failed to "come to time" when called upon for the balance.

THE Essex Bicycle Club's officers for the ensuing year are as follows:

President, A. R. Denman; vice-president, J. H. Worden; secretary, Wm. S. Righter; captain, E. Eugene Sergeant; lieutenant, Chester R. Hoag. Executive Committee: A. L. Denman, chairman, J. H. Worden, W. S. Righter, E. E. Sergeant, J. B. Linger, E. C. Harris, E. D. Farnworth. This club, the second oldest in the State, is not much on the "puff," but a good deal of work in the interests of the sport is done by the members.

CAPTAIN SERGEANT has laid out the following runs for the above Club for April:

2, to South Orange; 7, through South Orange; 9, to Elizabeth; 16, to Milburn; 23, to Montclair; 30, to Caldwell.

Members will meet at 4 p.m., corner Central Avenue and High Street, on each of the above dates, excepting 7 April, when they will meet at 8 p.m. The pace on these runs is not to exceed twelve miles per hour.

THE Rutherford (N. J.) Wheelmen, have the following officers: President, S. N. Higbie; vice-president, E. M. Buckley; secretary, C. S. Magie; captain, W. W. Hill; first lieutenant, E. W. Deane, Jr.; second lieutenant, W. C. Ivison; bugler, W. Hingle; color bearer, A. P. Jackson.

THE Owl Bicycle Club, of Bordentown, N. J., have officers as follows: President, C. P. Hoffman; vice-president, J. L. Elliot; secretary-treasurer, C. E. Burr; captain, F. G. Weise; first lieutenant, C. R. Garwood; bugler, L. W. Weise; color bearer, P. O. Hudson.

REEVE & JAGGERS, of Millville, who have the largest repair shop in South Jersey, and are considered the largest dealers in that section, report that business down there is great. The members of this firm invite all cyclists who may wheel through South Jersey, to call on them and make themselves at home. They do quite a business in hiring out bikes and trikes, and also have a good stock of new and second-hand wheels for sale or exchange.

THE monthly meeting of the New Jersey Wheelmen, will be held next Wednesday evening, at Oraton Hall.

THE plan for the club house to be erected by the Elizabeth Wheelmen, provides for a meeting room, 16 X 20, wheel room, 18 X 23, with additions on one side, and in the rear to contain toilet room, dressing rooms, etc. The contract for the erection of the building will be signed this week.

1 APRIL, the Orange Wanderers will take possession of their new quarters opposite the Brick Church Station. The new quarters contain ample room for a club with a hundred members. The privilege of membership is open to any person over 17 years of age, and applications may be sent to the secretary, A. E. Cowdrey, Brick Church Post Office, N. J.

THE wheelmen of the Southwest seem to think the *American Wheelmen's* road race has been already won by Whittaker, but the impression is, that Whittaker will have to take the dust of more than one of the Eastern riders before the race is ended. Kluge, Ives, McCurdy, Hendee and Frazier may be in at the finish, and, if any of the bunch can't "get there" ahead of the Westerner, they should "swear off."

RATCHET.

NEWARK, N. J., 29 March.

An Artist in France.

(Continued.)

FONTAINEBLEAU is unlike anything in the world. It is utterly wild, and yet, you have the peculiar feeling that it is not so. It produces a feeling of solitude, but no sensation like our woods of Maine, where you feel confident, even contrary to your knowledge, that you are the pioneer—that your foot is the first to have trodden the moist, mossy soil. On the other hand, in Fontainebleau you expect any moment to hear the clatter of horses' hoofs and to catch a glimpse of the bright costumes and plumed caps of a group of cavaliers.

Old oaks are standing everywhere, dead and bare, their

LONG BRANCHES TWISTING

in a powerful but most melancholy manner in all directions. Here one has fallen and carried with it several smaller trees which lie in confusion amongst the broom and fern. You hear the crackling of twigs, and catch a flashing glimpse of the white, retreating tail of a deer.

Notwithstanding all this, it remains a park, managed, trimmed, and kept in the most artistic, as well as natural way possible.

The long ride up the hill, through the Gorges d'Apremont, with huge boulders on one side and enormous beech trees on the other, will always remain fresh in my mind. Unfortunately for us, they were rebuilding the road here, and we were compelled to walk the rest of the hill. From there to the Gorges de Frauchard we passed through almost every variety of woods, from huge pines to young beech saplings, and when we rolled into what seemed to be a picnic grove were not at all surprised.

The gorge was our object, so we fastened our machines at the back of a very interesting forester's lodge, of which more anon, and took to the ordinary everyday method of locomotion; it being safer, easier and more conducive to whole heads, necks, and arms than any other.

Passing over a slight rise in the ground one is

ABSOLUTELY STRUCK DUMB

at the sight. If I had stepped accidentally upon that magic rug we used to read about, and had been instantly transported from France to the Yellowstone Park, I could not have been much more taken back. Here the surface of the earth rolled off in huge heaves covered with great white boulders that shone in the sunlight. They seemed to have been thrown there in some tremendous strife away back in the prehistoric ages; but now there is that deathlike stillness which combines with the general distribution of things to produce upon the mind the impression of utter desolation.

Winding down through this dismal field we come upon a ledge of rock rent in all directions by huge fissures and covered with a scrub growth of bushes and broom. We succeeded in making our way through them to the edge of the

rocks and were well paid for the trouble. A long valley extended out from our feet into the country, cropped of its trees but rich with broom and heather, white rocks and yellow birches peering here and there until all were blended together in the distance—a pale, soft blue. This is the Gorges de Frauchard.

THE FORESTER'S LODGE

was the next thing of interest, and in order to see the interior we of course naturally felt thirsty. Water being bad and beer impossible, we ordered three bowls of milk, and while drinking it cast our eyes about the old kitchen, dark and sooty looking, but as clean as polished marble.

There was little of interest there, but one felt the age of the place. One of the *nouveaux* buzzed the old lady about the house, and she said there was none of the old building left inside, but that some of the outside was very old, being a part of a convent built about 1100. We paid for the milk, a sum of ten sous each, rather a fancy price for such, apparently, an out-of-the-way place, and mounted our wheels for the home stretch.

It was a home stretch with a vengeance, for there was the road running straight away as far as we could see. The *nouveaux* felt rather frisky, and away they went down the long slope at a breakneck pace, and I followed. It was not long before I was alone in the broadest sense of the word, but I kept my wheels turning at a steady pace, knowing I would get there some time. We had taken the wrong road, and were obliged to make detour of a few kilometers.

The "tandemons" were obliged to stop at a little village to wet up, so I managed to get a good lead, and a rest at Fleury before they caught up with me.

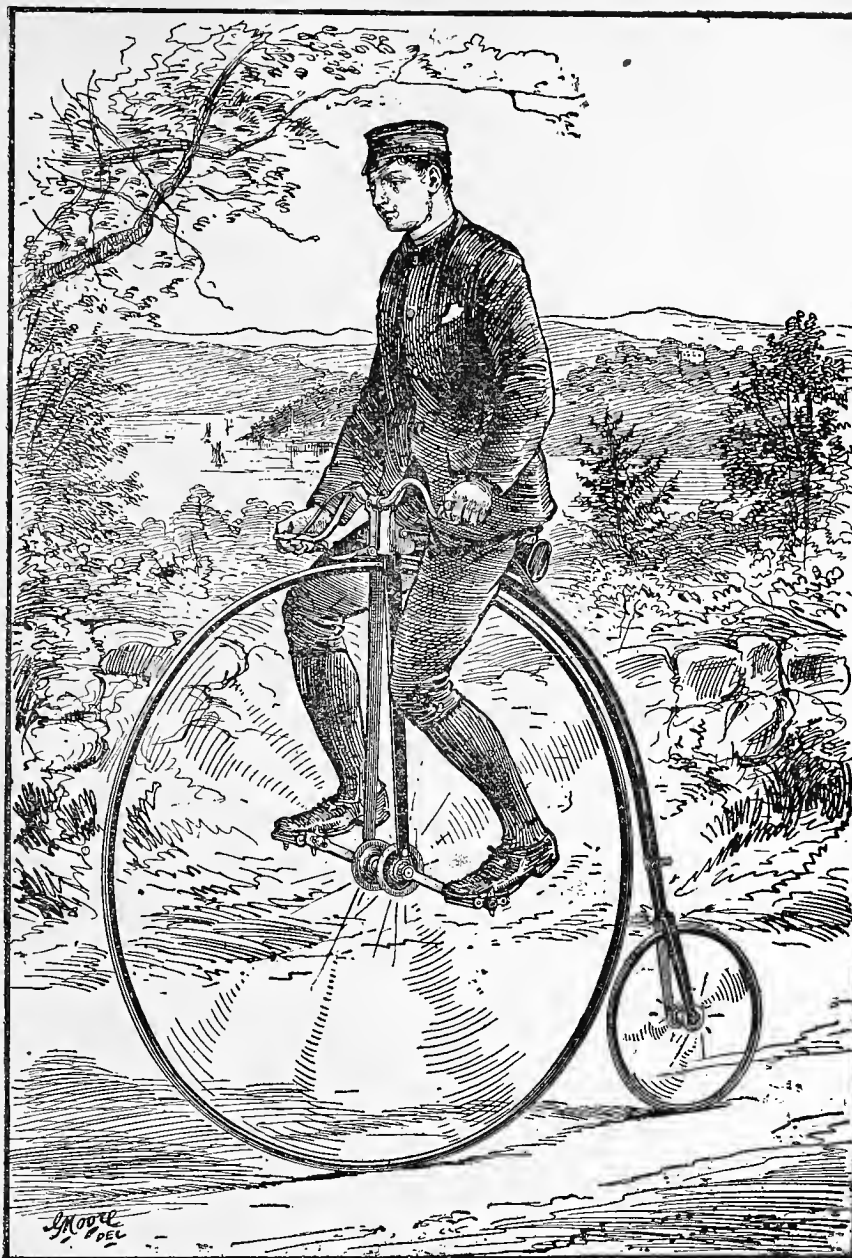
Half of the ride back was in the dark, and the climb up on to the plateau of Mondeville was a tough one. This road composes a large circle of several miles, up on to the hill and down on to the plains again, but is the only way of getting into Ballancourt from this direction, without bouncing over the pavements for a mile or so.

There is also a little inn in Mondeville which we frequent often, not on account of its fine wines, but, because it is a

MOST PICTURESQUE OLD TAVERN.

The interior is like a Teniers or Van Ostrade, and one always finds a group in the corner playing cards and drinking, or singing some French song. There is little spontaneous music in the everyday Frenchman, but, probably there is no nation more fond of singing than the French. They are always trying it on, but the tune is usually swallowed up in the volume of articulation which they roll off their tongue with the greatest volubility. I have never been able to discover but one tune as yet, but perhaps it is because I do not understand French. A little cheese and wine gave us new life, and notwithstanding stiff legs we got home in time for dinner.

CLÉ.



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FOR

1887

CATALOGUE.

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We didn't have as long
A LINE OF WHEELS
LAST YEAR AS
WE HAVE THIS,
But we received the

FIRST AWARD AT THE NEW ORLEANS EXPOSITION

Just the same, and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY

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GORMULLY & JEFFERY MFG Co.

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CURRENTE CALAMO

A Warning.

THE genial sun shone forth at last,
The day was warm and fair,
And as I thought of winter gone,
A stranger climbed the stair.

He entered, and he softly said,
"Pray listen while I sing
A simple ballad I've composed
Entitled 'Gentle Spring.'"

"I thought your readers far and near,
Would hail it with delight —
'T is such a new and novel theme,
Of which I've dared to write."

I glanced at him with pain distraught,
And as I touched the bell,
I said, "Kind sir, you little thought
That you had writ so well."

Our porter then came hurrying in —
Of exercise he's fond —
"Take him to Chestnut Hill," I said,
"And duck him in the pond."

The poet plead in accents wild,
He was in blank despair,
The porter seized him like a vise,
And dragged him down the stair.

A little later there was seen,
A stranger cold and still;
He looked as though he might have been
Put through a sausage mill.

We buried what was left of him,
And o'er his grave we placed
A stone to hold him while these lines
Upon it we had traced:

"Here lies the form of one who dared
The 'CYCLING WORLD' to bring,
A poem on an ancient theme,
And call it 'Gentle Spring.'"

AH there, *Cyclist*!!

AH there, *Bicycling News*!!

How do you like "Faed's" report?

RATHER difficult to masticate?

RATHER hard to digest without a fit of dyspepsia?

We wonder if an apology would not be in order just now?

ONE by one the roses fall, one by one have proven the sneers and insinuations of trickiness and untruthfulness to be undeserved.

THE *Cyclist* has always acknowledged the corn when it was satisfied it was on the wrong tack.

BUT we doubt if there is manliness enough in the whole staff of the *Bi-News* to come down and do the square thing.

WE know what Lacy Hillier will say. He will assure us that all these documents are forgeries!! He has done this before when he has been indiscreet in using pen and ink. It takes a small aperture for the great L. H. to crawl through.

SANDERS SELLERS will once more go on the path. He cannot stand it any longer.

A bicycle section has been opened by the French military school at Joinville-le-Point, Paris.

DECIVRY, the French professional, will have charge of the Messrs. Rudge bicycle emporium in Paris, during the coming season.

SECRETARY Kinghorn of the R. I. W., will probably go abroad and take Europe in on the wheel.

DALLAS, Texas, will probably send a party of twelve cyclists to the St. Louis meet, and they will go as good cyclists should — on the wheel.

THE Aaron muddle, with the complications which are growing out of it, are not calculated to do the League any good among outsiders, and the sooner the business is settled, the better. Above all, the executive committee should keep the trouble out of the courts, if possible. — *Times*.

BOB ENGLISH has signed articles to ride a match of twenty-five miles for a stake of \$125. Time and place selected, 11 April, on the Jarrow track.

WILLIAM READ & SON advertise some big bargains this week in their clearance sale. The cyclist who wants an A 1 mount at low cost, will do well to see Read & Son.

WOOD is out with a challenge to ride Woodside any distance from one to ten miles for \$500 or upwards, immediately on his (Woods) arrival in England.

MR. C. R. OVERMAN is out West in the interests of his firm. He is cutting a wide swath in the land of the sunset, and is jubilant over the prospects of business.

THE "Bicycle Loss and Repair Insurance Company" is the latest thing in the wheel world. It is designed to reimburse policy holders for loss of, or heavy repairs to their machines, and is said to be meeting with favor in Washington and Baltimore, where its career is opening. Mr. N. L. Collamer seems to be the leading spirit, and the insurance is on the mutual assessment plan.

LAST Monday the corner stone of the Pennsylvania new club house was laid with appropriate ceremonies.

WE hear that Mr. Wells has been removed from the chief consulship of the L. A. W. We think it would have been better to let Mr. Wells alone for the short balance of his natural term, especially as he had absolutely refused to be considered a candidate for re-election.

MORGAN in answering Howell's challenge to race Woodside, says:—"When the American champion meets Mr. Howell, he will and shall be in the best possible condition, and I won't allow Mr. Woodside to meet Mr. Howell, who I consider the fastest man in the world at present. There is plenty of lesser game to practice on. We have no intention of evading a meeting with England's pro-

fessional representative, but we will take our own time in the matter, and won't be hurried into a match which I know will be a battle of giants."

JAMES MCINTOSH, a sailor who has lost both legs, lately accomplished the wonderful feat of riding from Dundee to London. His legs are amputated just below the knee, he drove his machine by means of two rods attached to the pedal cranks, on the plan of the usual manumotive machine. He has been presented with a pair of cork legs and a new tricycle, and has already set out on his homeward trip.

A serio comic affair occurred at Wolverhampton, England, the other day. A certain Mr. Devey, a well-known local cyclist and a member of the town council, was mistaken for a burglar by a new member of the police force. The representative of the majesty of the law promptly knocked Mr. Devey down and put the bracelets on him before explanations could be made.

THE American team arrived in Belfast 15 March, and at once took the train for Dublin, at which place they will go into active training to reduce the flesh they have taken on since their arrival in Ireland. The Columbia racers they took over are being much admired. Woodside's, especially, being described as a magnificent piece of workmanship.

OUR antipodes are convulsed over the amateur question. Cycling circles are as busy fighting for and against the abolition of the present definition, as we of the Western hemisphere. This world is pretty small after all.

A SPECIAL dispensation is to be procured allowing the crack amateurs of Ireland to race against "Woody" and Morgan.

TEMPLE has been astonishing the bog-trotters in Ireland by his wonderful exhibition of trick riding. They had never seen anything of the kind before, and it was a revelation.

WE notice, with a great deal of satisfaction, that makers at home and abroad are turning their attention and applying their ingenuity to devise means whereby the vibration of front wheel on the "Cripper" and rear-driving "Safety" type of machines will be greatly reduced if not entirely obviated.

Wheeling criticises Howell's "tone" in challenging Woodside or any other man, to race. The criticism is just, but those who are familiar with Howell's usual chaste mode of expression, will not be astonished at the "tone." Mr. Howell rides well and is a square "pro," but, his vocabulary contains more force than elegance sometimes.

MR. H. L. HISCOCK of the Massachusetts Bicycle Club, sailed for England last Saturday, to be gone about six weeks. He goes over to meet his brother-in-law and wife — Mr. and Mrs. Beal, who have been in Europe since Xmas.

MR. W. C. HERRING of the Ixion Bicycle Club is making preparations to spend a year or so in travel in foreign parts. He will sail for Japan from San Francisco early this month, will tour through that charming country for about two months on a trike, and with a camera. He will then return home via Europe, staying in that quarter of the Globe for some months.

THE Weed Sewing Machine Company, of Hartford, last Friday elected Mr. George H. Day president of that corporation. Mr. Day has been gradually raised from the original position he held, assistant-secretary, to the present important post. The gentleman however is best known to cyclists as manager of the bicycle department of the concern. Under his supervision, for the past six years, the Columbia bicycles have been manufactured.

THE Meet Committee of St. Louis estimate the cost of the L. A. W. meet in that City, this spring, at about \$5,000. Nearly \$2,000 has already been pledged, and the Committee feel confident that the full amount will be raised by the time the money is needed.

ON 30 May, the Chicago club will hold a great open-to-all handicap road race. The route will be from the Leland Hotel, Chicago, to the Hotel Florence, Pullman. The distance is about twenty miles, and the prizes offered are valued at about \$600. Kluge and Van Sicklen will be there, and it is hoped that St. Louis will send a strong team.

HENDEE is reported as saying to a Chicago man that he would not race the coming season. It is wonderful how the Western air loosens the tongue. When an Eastern cyclist, who at home is as "mum" as a sphynx in regard to his intentions, gets to St. Louis, or Chicago, he immediately commences to unburden his over-laden mind. We hope Hendee is not correctly reported in this instance.

OUR correspondent "Ratchet" in his last week's communication, stated that Charles E. Kluge, had entered the employ of Reber & Saich. He should have more properly stated that Charles E. Kluge, had become one of the firm of Reber, Saich & Co. We congratulate Mr. Kluge and the firm.

WE can sympathize with our brethren, across the deep, in their outcry against having the word jubilee pinned on everything from a pin up to a baby. Well do we remember the nauseating effect the word "centennial" used to produce during the years '75 and '76. We have had the same experience. It is but a passing nuisance, and will soon be one of by-gone days.

THE opportunity of the season will be found if you will peruse page 376. Some bargains there!!

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The International Club.

"KARL KRON" KRUSHED.

Editor Bicycling World: The question of whether the C. T. C. shall or shall not enlarge its scope and become in fact as well as profession a really international organization, is one which its members alone will decide. In common with a host of your readers, I hope the decision will be affirmative, and in a small way, I have done some little work to make it so. I do not believe that the decision of the club will be influenced in the slightest by scurrilous attacks on a gentleman whom it honors with its confidence, and to whom as secretary and editor, its enormous membership is largely due, neither do I feel called upon, either in his behalf or my own, to occupy my time and your space in replying to personalities.

I am willing to do a reasonable share in the courteous interchange of opinion with those who are interested in the international question, but I have neither inclination nor intention to reply to such letters as that in your last issue over the signature of "Karl Kron," an individual who (although he has certainly been treated with toleration and even kindness by many cycling organizations), makes it his boast that he never has been and never intends to be a member of any cycling organization whatever.

Faithfully yours,

FRANK W. WESTON,
U. S. C. C., C. T. C.
SAVIN HILL, MASS., 26 March, 1887.

"Springfield Falsehoods."

MR. DUCKER VINDICATED.

WE append below a report from Mr. A. J. Wilson ("Faed") which ought to make the *Cyclist* people and the great Americaphobiac, Mr. G. L. Hillier, feel rather small.

REPORT.

I have examined a number of letters and telegrams forwarded to me by the president of the Springfield Bicycle Club: and hereby declare that I am satisfied, from the contents of those letters and telegrams that the said club and its officials had good and reasonable grounds for believing that the amateur riders who were named in the newspapers last season, as being expected to race at Springfield, would actually do so.

I declare that the statements contained in the *Wheelman's Gazette*, for October, 1886 (page 104), are true, in so far as they concern the possession of these letters from firms in the trade, undertaking to procure the attendance of certain ama-

teurs, for sums of money named and agreed upon with the Springfield Club.

I declare that, from my own previous knowledge, some at least of the firms so bargaining were of a status and repute sufficient to justify the Springfield Club in credibly accepting their confident assurances that they had the ability to carry out their bargains. The *Cyclist's* accusation of falsehood is thus disproven; but, on the other hand, I consider that these firms assumed an unwarranted degree of license in the matter, and were to blame for making bargains of the sort, which (of my own knowledge I am aware) they could not be sure of carrying out, and which, in the event, they actually failed to carry out. None of the letters incriminate any of the riders named, there being nothing to show that they had been consulted at all in the matter.

ARTHUR JAMES WILSON,
President North Tricycling Club,
Vice-Pres. North London Tricycling Club.

The Butman Failure.

MR. BUTMAN has for two or three years carried on a large business in second hand bicycles and it was supposed the concern was making money. It has turned out however that the expenses and the profit did not balance on the right side, so after a few months of ineffectual effort, Mr. Butman had to declare his inability to meet his obligations. There is no doubt that had Mr. Butman any intention other than honorable he could easily have turned the stock he had for sale on commission into ready cash at a sacrifice, and skipped with the proceeds. On the contrary, the moment he felt that his case was hopeless he notified all who had placed their machines in his care on consignment to remove same. It is a bad failure, in-as-much as the creditors will have a poor chance of getting anything, but we have good reason for believing that Mr. Butman left the business stripped of all he possessed. Mr. O. S. Knapp, of 23 Court street, has charge of the winding up of the remains.

THE Coventry Machinists Company Ltd. find that rumors are being circulated to the effect that they intend entirely withdrawing their United States agency. Such statements are unauthorized and inaccurate, and are calculated to do them considerable injury. They, therefore, wish to assure their numerous friends and customers that any fresh arrangement that may be entered into at the end of the season will be with a view of extending and increasing their trade in the States; and the numerous admirers of the Club machines may rest assured that they will at all times be able to procure not only the latest patterns of these celebrated wheels, but also any parts of them which may be required. It gives us pleasure to make this announcement on authority, as the impression was undoubtedly about that they contemplated withdrawal.

WHEEL CLUB DOINGS

At the annual meeting of the Citizens' Bicycle Club, of New York, held 21 March, the enclosed regular ticket was elected. There was no opposition, the former officers being unanimously re-elected, except in a couple of the minor positions where the former incumbents declined to serve again. After adjournment, the newly-elected board invited their constituents to partake of a collation. The Citizens have one hundred and twenty-five members, and the reports of the secretary and treasurer show the club to be in a most prosperous and satisfactory condition. "Smokers," receptions, and social gatherings, have kept up the interest and enthusiasm of the members during the winter months, and with the opening of the riding season, club matters are booming.

A NEW wheel club has been formed in Memphis, Tenn., to be known as the Bluff City Wheelmen, composed of twenty-two of the best-known wheelmen in the city. Officers for the present year are as follows: President, D. A. Mamber; secretary and treasurer, C. J. Scherer; captain of club, O. C. White; first lieutenant, R. W. Slusser. Our organization is not for public parade or show, but to make use of the wheel, both for the pleasure to be derived therefrom, and get it in use for practical everyday use, which can easily be done here, as our riding season is twelve months in the year.

At the annual meeting of the Harlem, (N. Y.) Wheelmen, the following gentlemen were elected officers for the coming year: President, J. B. Halsey; vice-president, F. L. Bingham; secretary, F. A. Ryer*; treasurer, W. Zugalla*; trustees, W. H. DeGraaf, W. H. Veysey; captain, E. S. Halstead; first lieutenant, George R. Pearse, Jr.; second lieutenant, Charles Griffith; bugler, A. Rauchfuss; color bearer, F. R. Rulaboos.

* Re-elected.

PLAINFIELD BICYCLE CLUB, PLAINFIELD, N. J.—The annual meeting of this growing and enthusiastic club was held at the club house, on Monday evening, 14 March, 1887, at eight o'clock. Officers and trustees to serve the club for the coming year were elected at this time as follows: President, Dr. J. H. Cooley; vice-president and captain, A. B. C. Marsh; first lieutenant, R. F. Murray; second lieutenant, H. W. Stover; secretary, P. L. C. Martin; treasurer, Townsend Rushmore; historian, Harold Serrell; bugler, George Beebe; color bearer, J. W. Sanford, Jr. The nine trustees elected are: Dr. J. H. Cooley, T. S. Burr, H. Serrell, R. F. Murray, R. Pound, T. Rushmore, E. R. Ackerman, A. McKinney, F. L. C. Martin.

The following members were appointed on the racing committee: F. D. H. Heyniger, A. L. C. Marsh, E. L. Walz, Jr.

In interest manifested and numbers present this was the most successful and

enthusiastic meeting the club has probably ever held. The phunny man and the club kat displayed an amount of exuberance hitherto unknown. The reports of the various committees showed that the club is in a prosperous condition. The fair held at the clubhouse, 21 and 22 February, was a great success, owing to the untiring efforts of the ladies and various committees, and backed up by liberal patronage; and brought into the club coffers about \$550. The club feels greatly indebted to the ladies, whose efforts made this fair a success. During the evening, a communication from Mr. H. E. Ducker, president of the A. C. U. was read. This communication came to an L. A. W. club, requesting us to recognize and assist in supporting the A. C. U. During the reading of this document it was noticed that the club kat became uneasy, and as the reading was finished, his back was up, his fur erect, and his teeth set for hissing, when a considerate brother approached, the kat, and while stroking him into docility, quietly moved that the communication be laid upon the table, the motion was seconded, put and carried, and the communication was laid upon the table, — to die. After the meeting, the members adjourned in a body to Ramonetti's restaurant for refreshment.

THE officers of the Wilkes-Barre Bicycle Club elected for the following year are as follows: President, Prof. W. L. Dean; Vice-Pres., Dr. N. H. Young; secretary, W. R. Bowman; treasurer, H. G. Shupp; captain, C. E. Morgan; 1st lieutenant, E. N. Carpenter; 2nd lieutenant, E. D. Meyers; surgeon, Dr. F. L. Hollister; color bearer, H. D. Flanagan; bugler, A. E. Collamer; librarian, H. W. Blake. Board of Trustees: president, secretary, treasurer, captain, S. G. Carpenter, W. E. Shupp, F. M. Chase, W. H. Freegans, B. F. Morgan, R. L. Ayres.

At the regular meeting held 7 February, a new Constitution and By-Laws were adopted which admits Associate Members among our number. The Club is in flourishing condition, and expects to make the next meet a grand success.

THE Columbia Bicycle Club of North Attleboro, Mass., had another one of their collations, Saturday evening, the 26th inst., this being the third one. About ten o'clock, thirty-five of the members sat down to a chicken chowder and hot coffee, which was well served by our treasurer and one of the executive committee, better known as "Baldy," but he did not serve it with his beaver on, as we have noticed him wearing one lately.

THE Kings County Wheelmen held their seventh annual election on 17 March. It was the most interesting and hotly contested one the club has had for some years. A number of the leading officers declined renomination. There was a division in choice of candidates, and the electioneering was very enthusiastically carried on. The result was as

follows: President, F. W. Loucks; vice-president, F. W. Lovejoy; secretary, M. H. Leighton; treasurer, T. S. Snyder; captain, M. L. Bridgman; first lieutenant, H. J. Hall, Jr.; second lieutenant, T. C. Critchton; bugler, H. D. Nichols; color bearer, W. R. Steeves. The new officers are very determined to have a more desirable location for the club's headquarters, and are pushing matters as fast as possible. The joint reception of Company A, 47th Regiment, Lewanaca Boat Club, and Kings County Wheelmen, to be given at the Armory, 11 April, is looked forward to as one of the events of the season. The club held their annual dinner at Dillard's, Saturday evening, when the outgoing officers were presented with suitable souvenirs, and speech making was the order of the evening. The K. C. W. Bowling Team, organized this winter, is said to be knocking down pins with a vengeance.

Comparative Records.

An interesting table has been compiled by the New York *Sunday Mercury*, showing the comparative speeds of various athletics. The horse seems to have the call up to five miles, after that the bicycle makes the record. Recollect in comparing that the horse has a *flying* start.

World's Record,	1 Mile.		2 Miles.		4 Miles.		5 Miles.	
	M.	S.	M.	S.	M.	S.	M.	S.
Trotting in harness	2.08	3-4	4.43		11.06		13.00	
Trotting to wagon	2.16	1-2	4.56	1-4	10.34	1-2	13.43	3-4
Bicycle	2.29	4-5	5.11		10.41	2-5	13.23	4-5
Tricycle	2.46	4-5	5.37	2-5	11.26	4-5	14.27	3-5
Tricycle (tandem)	2.43	1-5	5.34	2-5	11.30		14.22	3-4
Skating (rollers)	3.11		6.17	1-2			15.50	1-5
Skating (ice)	2.12	3-5	6.56	1-5	14.10	1-2	17.45	
Running	4.12	3-4	9.11	1-2	19.36		24.40	
Walking	6.23		13.14		27.38		35.10	
Rowing (single)								
1 1-2 m.	8.36		13.21	1-2	27.57	1-2	33.56	1-4
Rowing (double)								
1 1-2 m.	7.46	3-4	12.16		24.40		30.44	3-4

World's Record.	10 Miles.			20 Miles.			50 Miles.			100 Miles.		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
Trot'g in harness	27.23	1-4		58.25			3.55.40	1-2		8.55.53		
Trot'g to wagon	28.02	1-2		58.57			3.59.04					
Bicycle	27.07	1-5		54.25	2-5		2.33.54			5.5.005	2-5	
Tricycle	29.26	1-5		59.10	3-5		3.11.15			6.43.32	1-2	
Tricycle (tandem)	29.44	3-5		1.00.52	3-5					7.57.00		
Skt. (ice)	36.37	1-5		1.14.07	1-5		4.13.36			11.37.45		
Running	51.06	3-5		1.54.00			6.08.00			13.26.30		
Walking	1.14.45			2.39.57			7.57.44			18.08.15		
Rowing single												
1 1-2 m.	1.23.00						8.55.20					

At ten miles the bicycle is on top of the list with the records by Rowe of 27 min. 7 1-5 sec.; Controller, in harness 27 min. 23 1-4 sec.; John Stewart, to wagon, 28 min. 2 1-2 sec.; and Gatehouse, on the tricycle, 29 min. 26 1-5 sec. After leaving the ten-mile post the bicycle and tricycle keep gradually passing ahead of the

horse, and at twenty miles we find the bicycle (Rowe) about four minutes ahead of Captain McGowan, in harness, and the tricycle a little over a minute behind. We next look at fifty miles, and see both bicycle and tricycle to the front, the records being: Ives (bicycle), 2 hours 33 min. 54 sec.; Webb (tricycle), 3 hours 11 min. 15 sec.; Ariel, in harness, 3 hours 55 min. 40 1-2 sec.; and Sprangle, to wagon, 3 hours 59 min. 4 sec. This shows the bicycle one hour and twenty-five minutes ahead of the horse, and the tricycle also about forty-seven minutes in advance.

Twice, and twice only, has a horse been pushed to the distance of one hundred miles; whereas numerous cyclists have made that distance in wonderful time. The horse Conqueror made one hundred miles in 8 hours 56 min. away back in 1853, the cycling record for that distance being 5 hours 50 min. 53-5 sec., made by Fry. And yet people ask, is the cycle a *practical* thing?

THE Springfield Roadster Manufacturing Company, lately closed a contract to furnish Hibbard, Spencer, Bartlett & Co., of Chicago, with six hundred of their machines. This is a large deal, and shows how cycling is on the boom out West.

It has been suggested that candidates for office in the L. A. W. follow the English example of having such aspirants issue addresses to their constituents. A public declaration of policy *before* election might be a good thing. We could then determine as to which candidate we wished to support.

THE directors of the Lynn Track Association have decided to hold a race meeting on the afternoon of 30 May. The particulars will be announced in due time.

THE Toboggan Club of Springfield have voted to go into liquidation, and sell out its stock-in-trade.

THE Irish *Cyclist and Athlete* express the greatest commiseration for Rowe because, forsooth, he never tasted liquor of any kind. Better save their commiseration for Howell after that great race.

THE Hibernian idea of handicapping by weight of machine does not seem to our mind the key to the solution of "how to make bicycle races interesting."

MR. KENNETH BROWN, of Chicago, with friend, proposes to ride from that city to Harvard College during the present season, Mr. Brown intending to enter that college in the fall.

AN English club lately had a run to a remote village where former sad experience had taught them that provisions were scarce. Meat was taken along, strapped to machines. This being scented from afar by canines, the procession of cyclists was augmented by a lot of hungry dogs, much to the amusement of the natives and the chagrin of the cyclists.

WE had often wondered what had become of that suit brought by Charles H. Potter and Taylor Boggis, of Cleveland, Ohio, *v.* the Lynn Track Association for \$500 and \$300 for their expenses in attending the Lynn tournament on 31 May, from which they claim they were debarred by the same being run under the A. C. U. rules, contrary to the understanding given them by the association. Well, we hear

the case has been thrown out of court, and tricyclist Potter's amateur standing remains untainted. Niles & Carr, of Lynn, were counsel for the Track Association.

THERE is serious talk among the Boston Club wheelmen about importing a six-in-hand Victoria. Quite a number have pledged themselves to "chip in."

Singer's Velociman.

W. B. EVERETT & Co., BOSTON, MASS.



THE TRADE

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Up to the present issue, we have described over twenty-five new machines that will be offered to the cycling public during the coming season. Besides this, we have described several special novelties. We shall carry the good work on until the field is exhausted.

It is a happy thing to know that it is only occasionally that we find a man or a woman who is incapacitated

from riding an ordinary tricycle or bicycle. For such, however, it must be of vast importance and pleasure to know that the pleasures of cycling are not by any means impossible, as by the above-named machine, any one who has full use of arms and body can propel themselves over the roads, and enjoy the fascination of tricycling in common with their more fortunate fellow-creatures. We take from the Messrs. Singer catalogue the following description of the Velociman, and would commend careful consideration to those who think, through misfortune, the delights of cycling are denied them.

This now well-known machine still continues to be the *only* practical tricycle for those who are compelled to depend, either partially or entirely, upon their arms for propelling power. It can be easily driven *by the hands alone* at a speed of six to eight miles per hour. A pedalling motion is provided in addition, so that those who have the partial use of their legs may either use hand-levers or foot motion simultaneously, or may vary the method of propulsion at pleasure. A light spring arrangement is provided, by which the steering-wheel is automatically kept central. The rider has therefore, merely to control the steering when turning a corner, or otherwise departing from a straight course. An adjustable foot support is placed in a convenient position, and special arrangements are made where alteration is necessary. A very powerful brake is attached. The machine is fitted with Singer's patent double-driving gear, ball-bearings to axle, crank axle, and back wheel, and is constructed of best material throughout. Complete, with spanner and oilcan. Price, 44-inch wheels, \$195. Entirely enamelled.

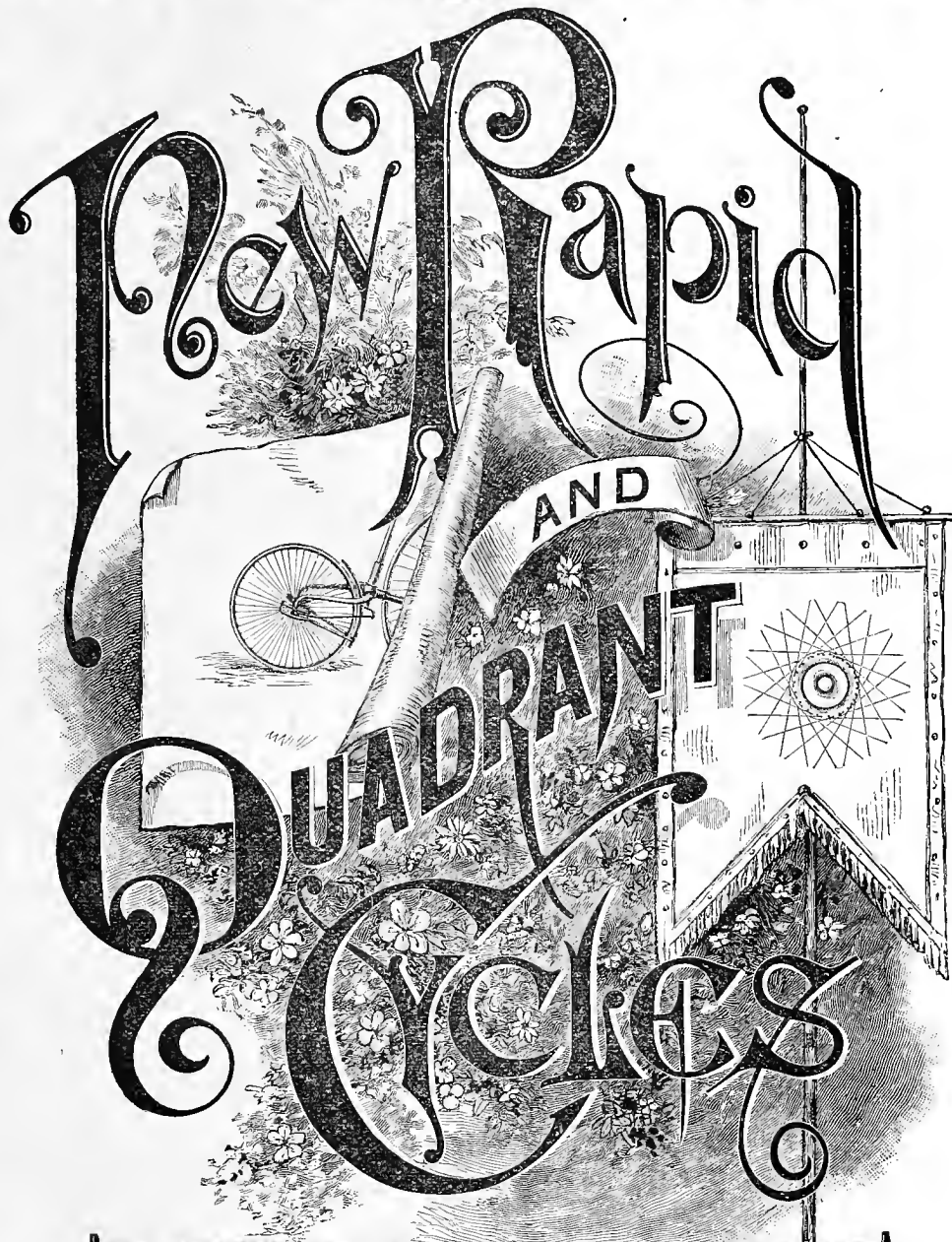
The "Abingdon" Ball-Head.

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THIS new and excellent ball-head, used on some patterns of the Facile, is manufactured for the trade by the Abingdon Works, of Birmingham. The interchangeable cups forming the bearing surfaces are loosely inserted in the neck, and the neck itself is not hardened; in the rare event of a break, a new neck is not required, the wearing parts being all separate and removable. The feature which chiefly distinguishes this from all other patterns of ball-head is that the bearing is adjusted before placing the backbone in the fork,

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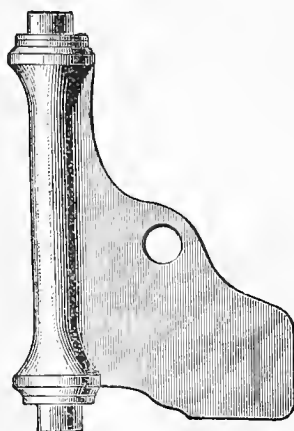
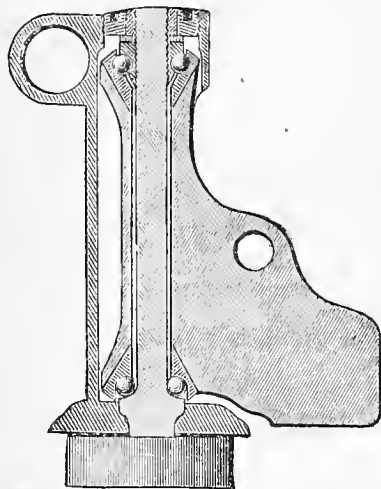


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and of course the backbone can be taken out and replaced at will without disturbing either the adjustment or the balls; the whole device is comprised in the neck, the head serving only as a place to put and hold the neck, and after the neck is thus inserted neither it nor the adjustment can possibly loosen accidentally. The bearing is practically dust-proof, and dirt must work *up* instead of down, in order to reach the balls at the bottom.



Balls contained in the neck, and adjustment complete and undisturbed by removal from head.

A novel feature is the separate "boss" or stub for attaching backbone. Instead of being one piece with the neck, as has always been the case heretofore, this is first adjusted on the flat portion to a position to suit the particular backbone to be used, and is then pinned fast and brazed as usual; the joint thus gains in strength, as well as in neatness and lightness.

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Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—F. J. Pool, 3 Broad street, New York City.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Harry Titus, Montgomery street, Oroville, Cal.; S. S. Simon, Montgomery street, Oroville, Cal.; A. A. Hathaway, 369 Broadway, Milwaukee, Wis.; Miss L. B. Hills, 17 Washington street, Newburyport, Mass.; W. D. Midill, 26 W. William street, Canton, Ohio.; W. U. Lawson, 104 High street, Lowell, Mass.; F. E. Dubois, West Randolph, Vt.

APPOINTMENT.—Consul for Wichita, Kansas, W. E. E. Lindemuth.

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[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593 Fitchburg, Mass.

FOR SALE.—One 52-inch Victor, '85 pattern, in excellent condition, tyres have no cuts, fitted with Butcher cyclometer. Price, \$95. Address, O. H. ALLERTON, JR., 252 Shady avenue, E. E., Pittsburgh, Penn.

EXCHANGE.—I wish to exchange a new Eclipse saddle and Harrington cradle spring, for a Lillibridge or Townsend saddle. Correspondence solicited. Address, G. H. C., Lock Box 49, Lyons, N. Y.

BARGAIN.—New 56-inch full-nickel Expert, B cowhorn bars; ball pedals, swing spring; ridden only a few miles, and in splendid condition; cost \$160; will sell for \$110; good reason for selling. Call or address, C. S., 225 Palisade avenue, Jersey City, N. J.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, Ohio.

A NEW RUDGE.—I will sell my new 53-inch Rudge bicycle, cheap, if bought at once. Curved bar, spade handles, Kirkpatrick saddle, Columbia double-grip pedals, adjustable step, put together especially for me. Condition perfect. I believe no better or easier running machine was ever made. Has been ridden but a few miles. Reason for selling, I shall not ride this season. HENRY W. WILLIAMS, 258 Washington street, Boston, or care Massachusetts Bicycle Club, 152 Newbury street.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-in., or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGE AGENCY, No. 152 Congress street, Boston, Mass.

WANTED IMMEDIATELY, customers for Wright & Dutton bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

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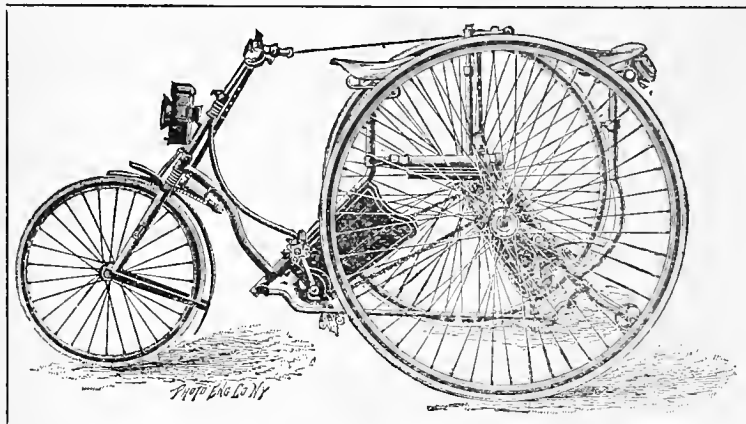
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A. W. GUMP, Dayton, Ohio.

CUNARD BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

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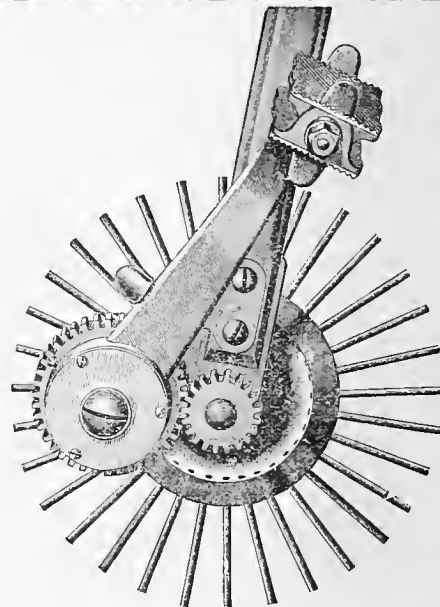
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Against "Headers" Made.
It is the Best, and it is also the Cheapest.
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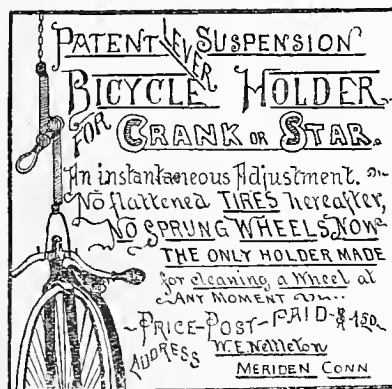
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WORLD'S RECORD,	- -	1-2	.12 5-5	WORLD'S RECORD,	- -	13	35.18 2-5
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WORLD'S RECORD,	- -	1	2.29 4-5	WORLD'S RECORD,	- -	15	40.41 2-5
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WORLD'S RECORD,	- -	8	21.41 2-5	WORLD'S RECORD,	- -	22	59.46
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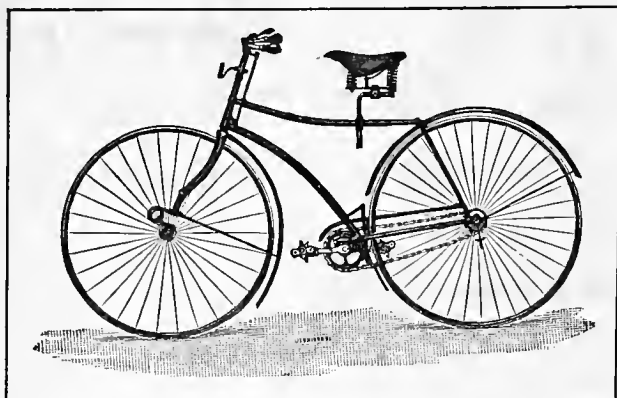
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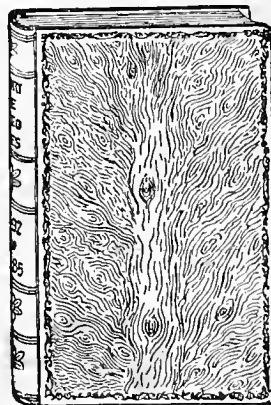
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and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

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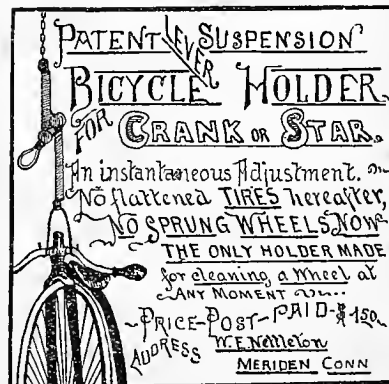
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The only practical safety in the market combining Safety, Speed and Comfort.

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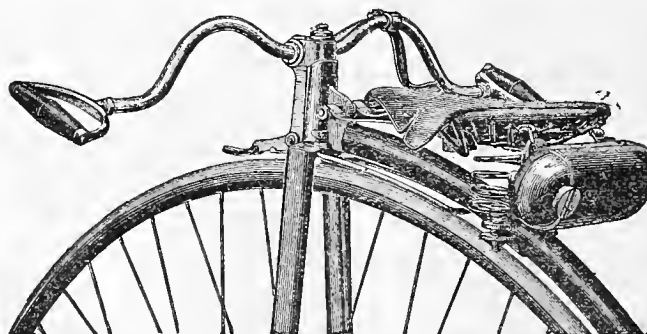
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Advertising, 45 to
49 Randolph St., Chicago, keep this paper on file
and are authorized to **ADVERTISERS.**

EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 8 APRIL, 1887.

THE American professional team have obtained a special permit, whereby the amateurs of Ireland may run against them during the Easter holiday meet, at Ballbridge race track, Dublin.

WE think Mr. Bassett's comments as to the treatment of the League by the cycling press at large is unjust. For our part, we can conscientiously say we have refrained from criticism very many times because we felt the League had a severe burden to bear without our adding a straw. We have given the news, and we have touched

as lightly as may be on the difficulties and the questions involved. We should be pleased to have Mr. Bassett point out one single criticism that has appeared in these columns, where injustice has been done the League or its officers. We repeat, Mr. Bassett does the cycling press an injustice, the tone of the papers has all been in support of the League, though occasionally it has been found impossible not to criticise.

MESSRS. WELLS and Aaron have been removed from the offices of Chief Consul and Representatives from the State of Pennsylvania by President Beckwith. Mr. Aaron's letter accepting removal, while denying the reiterated charge of malfeasance, says he appreciates that the good name and interests of the League have been affected by this row, therefore: "This being the case, I have decided, much against my own personal interests, to drop the controversy where it now is, and to refrain from any further comments on the charges thus far made against me." In the name of peace and in permanency of the League, we hope the end of the row has been at last reached.

How thoroughly pleased we all will be to turn from the tedious fighting phase of cycling which has engaged our attention during the winter, to the more healthful and proper side presented by the promise of the now opening season. It is a question in our mind if the days of big tournaments be not past. We bewail this if it proves true, but there is so much left, that we cannot grumble long. There is a freshness in the thought that there may be a reaction toward the simple days of '80, '81, when our Gideons, Deans, Pitmans, Fries, Claffins, and scores of others, of the same kidney, were the giants of the path. In those days our notion of racing might have been primitive, but our enjoyment and enthusiasm were unbounded. Has the modern muddle with all its record-breaking and row over the amateur question brought us that unalloyed delight that it should? We, for our part, can answer in the negative, most emphatically.

"FOR the development of touring and road riding." We wish we could impress this on the mind of every rider, from the president of the League to the

most obscure "unattached," and get action in accordance. The feverish pleasures of the race track have the same fascination for us as no doubt they have for the majority of our readers, but when it comes to good solid comfort, and true enjoyment, give us the country road, the odor of the early flowers, the fresh-turned sod, and the new mown hay. Is man so prosaic that he cannot enthuse a bit at the thought and memory of many a quiet jaunt passed and to come. The cyclist who loves not nature, is but a poor apology for a man, and though it is our aim to treat of practical affairs in a matter-of-fact way, an occasional side excursion into the realms of sentiment, is refreshing. We prate of babbling brooks and leafy dells, very seldom, but we have none the less an ardent love for nature.

A ROAD-RACING association for Boston and vicinity is practically an assured thing. While we are aware that the conglomerate wisdom that will constitute the government of the organization is perfectly able to cope with the questions brought before it, we cannot refrain from asking the members and the committees to bear the following in mind when laying out courses: Make the routes as near a straight line as possible, never mind a rough bit of road or a gentle grade, a straight route and a give-and-take road if need be, but make it as straight and simple to follow as practicable. Sad experience and dismal fiasco have shown a tortuous route not satisfactory.

"ALL's well that ends well." This axiom has proven to be happily true in the case of the Massachusetts Bicycle Club, and we extend to this club our heartiest congratulations that the reported complications have been pleasantly adjusted. On all sides, from members of other clubs and from unattached riders, have we heard words of sympathy for the club and expressions of condemnation for the parties who are responsible for the unhappy publicity give this purely private affair. We were aware of the trouble over two weeks ago, but we assured the parties thus confiding, that we would respect such trust, and that the columns of the WORLD would not be used to give to the public what we considered as a "family" affair, to be kept inviolate. The *Herald* may have scored one on giving the news first, but we

doubt if it has gained friends among fair-minded wheelmen by its action in the case.

The files of *Wheeling* of 23 March and *Cyclist* of same date, together with *Bicycling News* of 26 March, have all reached us. *Wheeling*, always just in things American, prints Mr. Wilson's report on the question of the promise made by certain English manufacturers to furnish amateurs for the Springfield tournament of last year. The *Cyclist* and *Bicycling News* are both amusingly silent. We cannot believe that the editors of these two papers are so absolutely dead to all sense of decency and fairness as not to come plumb out with an apology to Mr. Ducker and to the Springfield Club. To call a man a falsifier is a pretty serious matter, and the least they can do, now it is proven that their accusation was false, is to get right down on their marrowbones and beg pardon, like *men*. Will they do it?

In and Around Newark.

C. W. HIGGINS, for a long while bookkeeper for Howard A. Smith & Co., has associated himself with A. M. Hall, in the New York office of the H. B. Smith Machine Company, at 115 Liberty street, where he will be pleased to see any of his friends at any time. The "Judge" is drumming wood-working machinery into Walt's head, and he will hereafter be interested in that business as well as talking "Star." Walt and his budding moustache will be missed from Oraton Hall. His place has been filled by W. R. Williams, formerly of McCoy & Williams, of this city and Orange.

THE roads are now getting in prime condition, and doubtless within a few weeks we shall be apprised of some phenomenally fast time, which was made in practice, by "the team to represent our club" in the Decoration Day road race. I'd give you the time our boys made, but you know it would only occasion comment, and besides, it was so *very* fast that our boys don't wish to frighten the rest of the teams. When I hear of these *very fast, very secret* runs, I always feel like saying "Rats."

THE Orange Wanderers have taken possession of their new clubhouse, and everything is sliding along smoothly.

THE secretaries of the various cricket, baseball, football, and other athletic organizations are requested to send their names and addresses to the secretary of

the New Jersey Cycling and Athletic Association, J. C. Willever, 115 Arlington street, Newark.

THE Essex County Toboggan Club will give an amateur minstrel performance and a reception on the 28th inst., at Orange.

THE tennis clubs in this vicinity are beginning to get ready for the season's work. The East Orange Lawn Tennis Club, last Wednesday evening, elected the following officers: President, Alex. R. Bingham; secretary, Theo. Simonson; treasurer, Edw. Boote; assistant treasurer, John L. Merrill, Jr.; trustees, Henry A. Hague, Alex. R. Bingham, Dr. J. F. Duffield, J. E. Knapp, J. L. Merrill, Jr., Henry Cornell, T. Rockwell, Theo. Simonson, Edw. Boote, Robert Simmon.

TWO of our Newark mechanics left for Chicago on Friday evening, to enter the employ of the Gormully & Jeffrey Manufacturing Company. Their particular occupation will be in the manufacturing of the Lillibridge saddles.

DR. JOHNSON was in Smith & Co.'s a week or so ago, with a sample of the new League cloth, and all who saw it expressed themselves as well pleased with the color and texture. It certainly ought to hold its color better than the old material, if the goods turn out as well as the sample promises.

"SHORTY" PECK, of East Orange, who is a protege of Walt Higgins, is able to give his teacher a point or two, judging from the way Walt puffed when they came in from a scorch last Sunday.

THE run to South Orange, by the Essex Bicycle Club, on Saturday, was attended by but a few members, owing to the bad condition of the roads. The next run will be on Saturday, through South Orange.

A NUMBER of our local wheelmen tried the roads to South Orange, Milburn, Morristown and other outlying places, yesterday, and pronounced them in fair condition, considering the snow and rain of last week.

KLUGE, STEUKEN, POWELL, WHILHELM and others of our fliers are taking gymnasium work steadily, getting in shape for the season's work. The track will be put to good use within a few weeks for speeding. We are all waiting to see what our home flier, Hoag, will do for us this season. Hoag is a good one, and has the advantage of being perfectly temperate in his habits, not using intoxicants, nor tobacco in any form.

A NUMBER of the members of the New

Jersey Wheelmen will attend the lecture by "A. T. W. O. A. 50-in. C. B." Stevens, on the 16th inst., in Brooklyn.

THE N. J. C. and A. A. has not as yet secured a manager for their grounds at Roseville. I am informed, by one of the directors, that Fred Jenkins will *not* have charge this year.

L. H. JOHNSON has moved into his new quarters in Orange, and confidently expects to boom things around there.

MCCOY & COLLINS, successors to McCoy & Williams, of Orange, are pushing the Sparkbrooks for all they are worth.

THE Somerset Wheelmen, of Somerville, N. J., will have a race meet 4 July. Their last meet was a brilliant success.

THE club house of the Elizabeth Wheelmen will be completed about 1 June, and will be a very neat structure.

THE team of the Union County Wheelmen will begin practising on the inter-club course, next week.

THE team of the Elizabeth Wheelmen (all stars) is considered as having a first-class chance for the cup in the county road races.

J. W. CORNWELL, of the Hudson County Wheelmen, is having a nickel-plated wheel made for him in England.

IT is said that Loucks of the Kings County Wheelmen, is the latest convert to the use of the "Coffee Mill."

THE Jersey City Athletic Club, 500 strong, has built a \$30,000 house and will house the wheels of the H. Co. W's.

MCCURDY and Frazier are to begin training at Roseville very soon, preparatory to the Clarksville road race.

RATCHET.

NEWARK, N. J., 4 April.

St. Louis.

THE Meet programme is nearing completion. An effort was made to have Ayers do the descriptive work, but he declined.

AYERS' energy is surprising. He is organizing excursion parties to the meet all over the country, from Boston to Denver. He was in St. Louis last Sunday, and Ned Oliver is expected next week.

REGARDING Roger's denial, he did favor the New York firm, in black and white, and questioned the authority of the Meet committee, thereby raising the "small-sized row." However, harmony is his mo-

tive of denial, so drop it. Rogers has resigned the managership, Brewster succeeding him. The committee assumes all authority, however.

LADISH now thinks he may need two boats to take the wheelmen to the Clarks-ville road race. Bullock of Omaha, and other Westerners, have decided to enter the race against the Eastern men.

NINETEEN riders, toughs and tenderfeet, about evenly divided, made yesterday's (3 April) DeSoto run. The grand old hills were in very good shape, and there were but two pair of scratched palms, though "dumps" were quite frequent. The heat was excessive at the start, but a breeze sprung up, and the boys were soon riding easily before a regular gale. Percy Stone mounted Rogers' three mile grade and Greenwood, the Star fiend, rode up everything but Frisco. There are about ten hills on this run which are walked up, averaging about a mile each, and some were walked down. Sticks of wood were used for extra brake, leverage and brake springs were promptly broken off. A large party went down from town to meet the boys, and all agreed that the run was a terror, Prof. Stone a guiding angel, and Papa Brewster "an old tough." BREVITY.

From Erin.

My last (and first) letter from Coleraine gave you an idea how the American Team was putting in their leisure time preparatory to business.

Leaving Coleraine on the 14th, we boarded the train for Belfast, taking our Columbia racers along, and arrived in Belfast four hours later, distance sixty miles. I state the distance so that you can see the

TORTURE OF RAIL TRAVELLING

in Ireland, "begorra." It had been arranged previously that we should stay over one day in Belfast, in order to see the sights, piloted by James Woodside, a brother of W. M. C., who is engaged in the large ship-building yard of Harland & Wolf, as engineer's apprentice. Several newspaper men representing the news-letter, *Northern Whig*, and *News*, together with a large delegation of Cyclists, met the train and escorted their visitors to the Queen Hotel, there a

GOOD JOKE WAS PERPETRATED

on W. M. Woodside, by a cousin who is engaged in legal pursuits in Belfast. Thinking W. M. would not recognize him after a five years' absence, he (at the advice of the champion's lively young brother) announced himself as a reporter, and had got about a column out of the victim before the joke was discovered. Tuesday was spent in looking over the ship building, and six large new vessels in course of construction were duly examined, the famous ginger ale works, and the great linen factories, newspaper offices, etc., was paid a hurried visit, we leaving same evening for Dublin.

The coldest and most monotonous one

hundred miles of my life on a rail-road, was the one hundred miles from Belfast to Dublin. To add to the cold miserable state of the locked apartment we occupied — the journey occupied six hours, — *less than twenty miles a hour.* A very large and fine

BODY OF CYCLE ENTHUSIASTS

escorted us to the Belfast station (depot) and representatives from the three Dublin Cycle Clubs — the Phoenix, Irish Champions, and Leinster Clubs, together with the four members of the *Irish Athletic and Cycling News Staff*, the Irish cyclist and athlete, Mr. Nuttal, representing the *American Field*, and the Dublin dailies. The Dublinites immediately seized our bicycles and luggage (get on to the word luggage), and in ten minutes the American Team was holding on to jaunting cars

FOR DEAR LIFE,

being whirled through the streets of Dublin, at a speed never attempted by the Belfast and Northern Counties Railroad. After dismounting at the Cyclists' favorite refreshment quarters, for some coffee, we clambered upon our jaunting cars and our next stop was Hotel Wicklow — headquarters of the Irish Cycling Association. The race committee being in session, the visiting Cyclists manager invaded their sanctum, and after a general introduction, and a warm welcome, business was talked, and after about one hour's conversation, the Americans retired with the

SANCTION OF THE I. C. A.

to meet all the prominent Irish and visiting amateurs on Easter Saturday, and Monday — being also specially engaged for handicaps. The same evening an informal reception was tendered the visitors in the rooms of the Irish Champion Cycle Club; speech making — much refreshment, and a jolly good time until 2 A. M., was had, when an adjournment to our hotel under escort took place.

Our reception in Ireland has indeed been grand and we feel much pleased thereat. The Irish cyclist is a splendid entertainer, and I have found it necessary, for the good of

MY TEAM'S MORALS

and training, to cut our entertainers considerably, or our chances in races will be slim. Dublin is indeed a grand city; full of life, and none of the poverty we read of in the States, — except in cases brought about by the curse of rum. Cyclists are as numerous here almost as pedestrians, and only a small majority belong to Cycle organizations. The American Team had the honor of lunching with the Irish crack racing man, 25 mile champion Tricyclist of England, and editor of the *Irish Cyclist and Athlete* — R. J. Mcreedy, on Friday last, and a very pleasant hour was spent in the genial "Dublin Dick's" company. Mcreedy is a firm friend of "O'Faed" (A. J. Wilson,) and he tells many laughable stories of "Faed's" peculiarities.

W. J. MORGAN.

DUBLIN, 20 March.

Gradients of Corey and Weatheroak Hills.

A CABLEGRAM to Sam'l T. Clark & Co. from the Quadrant Tricycle Co., gives the gradient of the now celebrated Weatheroak hill, near Birmingham, as 1 foot in $6\frac{1}{2}$ feet rise. The surface is described as rough and winding. As a matter of comparison, we will state that Corey hill on an average has a grade of 1 foot in 11.32. The steepest grade is 1 foot in 7.85. By this comparison it will be seen that the Weatheroak grade is much steeper than Corey. The cablegram winds up by saying "scores are trying to get up, but the Quadrant remains conqueror."

Carrying Cameras and Dry Plates?

Editor Bicycling World: I note your opening Photographic column, this week. Will any of your Cycle-Camera correspondents give me some points on their experience in carrying outfit while touring. Is it generally safe to pack and carry on the usual luggage carriers of a bicycle? And are plates not apt to be dusty if so carried, no matter how well protected?

Yours truly,

FRED T. SHOLES.

CLEVELAND, OHIO.

THE Rudge Roadster is meeting a long-felt want among wheelmen who desire a thoroughly well-made, strong, and reliable bicycle at a low price. Stoddard, Lovering & Co. intend to push it for all it is worth the coming season.

THE continual unsuccessful assaults on Weatheroak hill near Birmingham by ambitious hill climbers on all sorts of machines, since Mr. Bird on a Quadrant shinned up this grade, is, to say the least, decidedly amusing to the Quadrant people, and each unsuccessful attempt causes them to chuckle the louder and to hug themselves with self-content and jubilation. Gear used 54-inch.

MRS. MCGOWAN is about to prove that being a responsible mother of a tender family is no bar to enjoying the pleasures of tricycling, and so, forsooth, she and her eight-months-old baby have started to travel on a tricycle from Perth to London.

THE H. B. Smith Manufacturing Company have gotten out a tricycle with driving gear on the same plan as the Star bicycle. The machine is an experimental one, and intended for boys and misses. An announcement to the effect that a similar tricycle made for full-grown mortal's use, will no doubt be soon in order.

D. EDGAR HUNTER will, during the coming season seek ducats in the more retiring occupation of selling cycles instead of riding same. He will handle the Singer goods, at No. 6 Dodge street, Salem, Mass. He may do a bit of path riding "if convenient," however.

CURRENTS CALAMO

A CONTEMPORARY says "Hail spring."

IT WOULD have been more appropriate had he said "snow spring."

WE had our little plans all laid to "open the season" by a nice ride Sunday.

BUT along came old Prob with the nastiest snowstorm of the season, and put a veto on our plans.

WE came near forgetting what was due our dignity, and the proprieties that govern the use of language, when we heard our philosophical friend try to pour oil.

ALL the clubs got a good ride on Fast Day, however. The roads and avenues in and around Boston were filled with wheelmen. A great many men came back with sore cuticle and stiff muscles, the usual result of the "first ride."

DR. KENDALL has one of those small imitations of an owl, in his office, and on entering the sacred precincts the other day, we found him hurling expletives and other office furniture at the proud bird's head. He explained "this is the *next* best thing to interviewing Egan himself."

WE have not heard that Mr. Ducker is in receipt of any special mark of gratitude from the officers of the L. A. W. for his generous offer of the use of his printing facilities when the League was in dire need, according to the Secretary-Editor's version.

SEVERAL of our contemporaries are wrong in saying Mr. Stevens' first lecture will be given, 16 April, in Brooklyn. The first lecture of the renowned Thomas will be at Scranton, 12 April. Would we could be there to hear him discourse of "hours," and sich.

WINTER has its sting, and summer has its anguish to the cyclist. When we speak of summer anguish, we allude to that *bête noire* of users of the highways, the alleged *sprinkling* (?) of the streets. Here is an opportunity for the L. A. W. Let it go for the authorities, and insist on the adoption of apertures in the apparatus that will really give us sprinkled streets, and not deluged. If it would do that, it would bring down on its collective head the blessings of tax-payers, owners of carriages, horses, and cycles. Seriously, there is a chance for great missionary work here.

THE following ticket for Missouri State division officers is receiving almost unanimous support. For chief consul, W. M. Brewster, of St. Louis; for representatives, A. C. Stewart, Esq. president of the Missouri Club; Edward Sells, of St. Louis; W. H. Cameron, of St. Joseph; and E. R. Stettinius, of St. Louis. Of the proposed chief consul it is needless to say anything, as no opposition has as yet developed, and his enthusiasm for the League is too well known.

BY one who saw the procession of the

"Sacred Kat," by the Capital Bicycle Club, we are told that the faithful reproduction of the design as on Bridgman's celebrated picture, and which was caricatured, was really marvellous. We have seen a photograph of a group of persons who participated, and we can readily see that the praise is merited. We are going to apply for a copy of that group. Ceres and Pomona were immense.

RIGHT on the heels of Mr. Roger's assurances that all is lovely between himself and the committees for League entertainment, comes the rumor that the energetic Jack will resign his position as chairman of the General Committee. What are we to believe? is it harmony or discord?

NOT here dear *Record*, not here; may-be in Indiana, but not here.

"Hear the robin's joyous note,
And the festive calloppe,
Tripping on the April air,
For the wheelman and the robin,
And the violet are a'bobbin
Up serenely everywhere."

THE Scranton Bicycle Club have concluded arrangements for the Stevens reception, and reports are that the Scrantonians will make this affair the biggest thing of the kind the city has had in many a day. Cyclists and anti-cyclists will unite on this occasion in giving Tom a royal welcome.

MR. GEORGE A. JESSUP, of the Scranton Bicycle Club has been appointed chief consul of Philadelphia, in the place of John A. Wells, removed by President Beckwith. We know of the gentleman by reputation, and we cannot but endorse the wise selection.

MR. CHARLES RICHARDS DODGE sails to-morrow for Europe, from New York, on the steamer "Urania." He expects to be absent about two months, and during that time will visit almost all the capitals in Europe. Mr. Dodge hopes to be able to do some wheeling while abroad, especially through the environs of Paris, and in Bonny England.

RIDERS through the State of Massachusetts, will bear us out in the statement that no other section is so well supplied with guideboards. But the probable action of the Legislature, making it compulsory upon the cities and towns to erect boards at all cross roads, will make the itinerant cyclist's journey still more enjoyable. A cyclist bold is the author of the bill. Will not some pushing rider in other States take the hint, and go and do likewise?

AT last, at last, the uniform committee of the L. A. W. are now prepared to make a report. The cloth has been selected, and the looms are busy at work, weaving the fabric which is being specially made. Proposals for the manufacturing of the suits are in the committee's hands, and the contract will be awarded by 15 April. Orders for suits will be taken by the successful contractors on and after 20 April.

MR. J. SHILLINGTON PRINCE is accused of taking on himself, in a race with Bullock, the treble impersonation of, opponent, coach, and backer of Bullock. A very nice little game if true. To the public, it is stated he desired to appear as Mr. Bullock's opponent; on the track it soon became evident he was coaching his rival, and subsequent evidence went to prove that he was making a golden lining to his "trowserious" pockets, at the expense of the gullible natives. Omaha is consequently "on its ear," if we may use a slang.

THE *Owl*, in a very sensational article, describes a blood-curdling jaw-to-calf contest between Dr. Kendall and his famous dog Bess. After reading this, we flew, with sympathy in our heart and sticking plaster in our pockets to succor the poor Doctor in his soreness of person and mind. We found the genial W. G. intact in body, but mentally irate. His dear Bess, the most angelic of her sex, had been traduced, and all he wanted was to have a go at Mr. Owl, who he declared he could eat, feathers and all, boiled or raw, so great was his wrath.

YOU can fairly hear Ducker smile since his "vindication," at the hands of A. J. Wilson. It pleases us about as much, as we are pleased at anything that takes the conceit of the pharisaical "I-am-holier-than-thou" crowd on the other side.

HENDEE is telling some large stories about his great success as a salesman. The air of the West is invigorating, and so we will make allowances. We, however, know and are glad that George is doing so nicely in his new role. The Springfield Roadster people are to be congratulated on rescuing him from the worries of the path and placing him on a high road to affluence and peace.

THE Inter-State Commerce bill is likely to interfere with the getting special rates hereafter, from points in one State to another. It will be a matter of some \$15, to League members who anticipate going from Massachusetts to St. Louis, next May.

WE have got one trick rider left in the country anyway, but he shows a disposition to sidle out of the States. Prince Wells has been learning some new and very pretty balancing acts. A table is set with dishes, and the wheels of his machine are placed on cake baskets. He is also doing the one-wheel standstill on a twenty-inch table. Once in a great while he causes havoc among the "chiney."

THE utility of the cycle cannot be better illustrated than by stating the fact that a certain Mr. Petre, who is a commercial traveller hailing from Nashville, says that he takes his sample case on his wheel, and makes business trip from Nashville, through Murfreesboro', Shelbyville and other towns in Middle Tennessee, and

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RUDGE CRESCENT TANDEM (CONVERTIBLE .

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A LINE OF WHEELS
LAST YEAR AS
WE HAVE THIS,
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Just the same, and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY

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222 to 228 North Franklin Street,

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finds pleasure and profit in the use of his machine.

MR. WELLS would rather accept \$200 than fight for his claim of \$575 for commissions on advertising contracts procured by him, and the League would rather pay \$200 than go into the courts and dispute it. And so *that* little rum-pus is settled. Next!!

"THERE is only one God, and Mohamed is his prophet." So there is "only one Colonel, in cycling circles, and he is yclept Pope." Hence the heinous offence of the party in the *American Athlete*, who signs "The Colonel," cannot be computed. It's an infringement, Colonel, just as sure as fate, and we hope you will put the "screw on," as fast as the machinery of the law can be made to take a turn.

SPEAKING of this correspondent "The Colonel," it was very funny when the first letter came out, and so scurrilously attacked some of our local celebrities, how every cyclist knew just who the scapegrace was. The wildest guesses were made in our hearing, and to us; some of our most sedate and mildly-spoken cyclists were named as the possible "Colonel."

THE "cowboy" cyclist, Tom Harwick, will start in the 100-mile road race, at Clarksville, Mo., next month. He is a professional, and has ridden in several long distance events.

DOANE is mentioned as a probable starter in the Clarksville road race. We doubt it, as we think Doane will not forfeit his amateur status.

EFFORTS have been made to induce Rowe to ride in some of our road races this year, but William declines, for the very good reason that road racing and path spurring do not go well together.

MR. BASSETT says that our charge to the effect that he takes a pessimistic view of League finances is not well taken. Was it optimistic? Well, perhaps so, and we failed to read between the lines. We are glad the Secretary-Editor describes open water, and brighter days ahead.

ROAD racing seems to have received an impetus, and the coming season promises to be one of remarkable activity in that branch of the sport.

GASKELL says he will not abandon the racing path yet awhile. He proposes to go in training as soon as the snow flies away.

A MAN signing "Fair Play" writes to the *Globe*, sings a song of complaint, because the Boston and Albany Railroad charge fifty cents for carrying a bicycle from Brookline, in. He says the Boston and Albany are not accommodating to its patrons. If "Fair Play" thinks he has made a discovery, we can assure him he is mistaken.

FROM what we can learn, the individuality of the old Board of Massachusetts Representatives will not be changed

from that of last year. A number of new men will go in, but the last year's incumbents will be in the majority.

THERE seems to be a conservative feeling this year in regard to L. A. W. State officers, a feeling that it is best not to turn things too much upside down. We are glad to see this, as we think the spirit of change heretofore has been too rampant to be healthy.

ALMOST all the local clubs have called runs for Fast Day. The Brookline Club, not satisfied with a quiet jaunt or an eight-mile gait, propose to have a paper chase. Rather ambitious for the first of the season, isn't it boys?

PARTIES are already being made up to go to the meet in St. Louis. It is possible that the Massachusetts Club men will charter a through car. It is doubtful if the Bostons go as a club, though many of its members say they cannot withstand the tempting prospect of the good time promised.

THE Spartan Harriers, of New York, propose to give a grand athletic entertainment at the Madison Square Garden, on the evening of 7 May next. Among the events will be a two-mile bicycle handicap race, to the winner of which will be given a handsome gold medal, and to the second and third men, appropriate silver medals. The entries to this event are free, and should be made on or before 30 April, to Chas. Renner, secretary, 203 East 41st street, New York. This tournament will be the last ever held in the celebrated old garden.

BUFFALO is the next city to start the ball a rolling for a fine athletic club. All the athletic organizations of that city have combined, and have started well along the way to complete the preliminary details.

THE Springfield *Republican* seems to think we have shed tears too soon over the body of the A. C. U., and says that "data" was what was the matter with that meeting. "Important data were wanting," say the *Rep*. We thought six members were wanting?

RHODE ISLAND is forming a road racing association on the line of the New York and New Jersey Club. A circular has been sent to the nine clubs of the State, and one Massachusetts club, asking their support. The clubs in the association will be Rhode Island Wheelmen, Pawtucket Bicycle Club, Bristol County Wheelmen, Crescent Bicycle Club, Columbia Bicycle Club, North Attleboro, Mass.; Westerly Bicycle Club, Newport Bicycle Club, Brown University Bicycle Club. Each club will furnish a team of three men each, and the races will be run spring and fall.

THIS same association (the R. I. Racing Board) have made overtures to the officials of the State Fair, and propose to hold a tournament at the same time as the fair. The State society people take

to the idea kindly, and so a meeting is nearly assured.

"THIS week's B. WORLD overflows into a supplement and is a very newsy number. It is a good paper to 'steal' from." This is *not* an extract from a 'private letter,' but is taken from our worthy contemporary, the Springfield *Union*.

VERAX asserts that John S. Prince has done more to resurrect the defunct interest in bicycling in Omaha than any other one man. He defends Jack in good style, and says that too much abuse has been heaped on his head, especially by a party by the name of "Spokes."

Boston Athletic Club.

THE existence of a larger athletic club in Boston is now assured, as the required 1000 names, and some 200 to boot, have been secured. The original plan of building on Dartmouth st. near the B. & A. R. R. track has been abandoned, and the lot selected is on Exeter st., directly in the rear of the new library building. The institutions for mental and physical culture will thus be brought into convenient proximity. The governing committee will at once take steps to have plans prepared and will prosecute the work to an early and satisfactory completion.

MR. ABBOTT BASSETT has been re-elected to the office of President of the Chelsea Club. The City Hotel, Chelsea, was the scene of the annual meeting and dinner of this strong suburban club, and after the business had been disposed of the entire club, with the exception of only three absentees, sat down to the feed. The other officers of the club are vice-president, John B. Seward; secretary and treasurer, Charles E. Walker; captain, L. H. Frost, (all re-elected); first lieutenant, Fred A. Woodman; second lieutenant, P. E. Pratt. The Club will join the Road Racing Association and will put in the field as a team Messrs. Woodman, Beasley, Frost, and Danforth, a hard quartette to beat.

A Local Road-Racing Association.

CAPTAIN WHITNEY, of the Bostons, is never happy unless he is doing something to further the interests of his club and cycling generally; and so, with the irrepressible spirit at work, he conceived the idea of forming the clubs of Boston and vicinity into an association for the encouragement of road racing, somewhat on lines of the New York and New Jersey Association. We are happy to say that his efforts are about to be crowned with success, as all the clubs so far seen have, through their officers indicated their desire to come in on the deal. There is a large field to draw from in a comparatively small circuit, counting off-hand, as we sit in our office, some fifteen clubs within a radius of eight or nine miles from the City Hall. In the ranks of these clubs

are many scorchers who can make some mighty interesting road races. It only remains now for the Clubs who have been approached, and expressed their willingness to meet and formally organize. To this end, a meeting will be held at the International Hotel this (Friday) evening, when officers will be elected and plans made for the coming season.

A PROMINENT cyclist of Barre, Vt. writes: "I have ridden a 52-inch Rudge Light Roadster for the past three seasons have won several races, and made the best one day's record in this State, and have had no kind of breakage yet, which was a common occurrence while I rode other machines."

Here and There.

THERE is something slightly out of kilter in the League's clerical matters. Although my name has been on the League books ever since there were any, I have not yet received any voting blank or been apprised officially of the candidates. I do not state my case in any spirit of fault finding, but my case is not the only one where carelessness has been shown.

THE publicity given to the state of the finances of the Massachusetts Club and its internal dissensions, must be extremely annoying to the members of that club. These facts evidently came from the inside, and the man who first divulged the unfortunate truths, ought to be ashamed of himself. Now the state of affairs has been made public, it appears a fair subject for comment of a general character.

I HAVE long been of the opinion that there was hardly room in Boston for two cycling clubs, each requiring a large membership and heavy dues to maintain extensive and elaborate establishments. The recent occurrences in club circles have not altered my opinion.

INSTEAD of an improvement in the condition of affairs, the new Athletic Club promises to make it even more difficult for first-class cycle clubs to obtain and hold a large and desirable membership. I am not in a position to offer any suggestions, but I doubt not things will right themselves in time.

THE announced intention of Northampton's chief of police to enforce strictly the ordinance against sidewalk riding is neither surprising or regrettable. This paper has always consistently preached against sidewalk riding, and cannot therefore commiserate Northampton wheelmen on being compelled to resort to roads which are doubtless rougher than the walks they have been accustomed to wheel upon. The only way to meet such a case is to write and create public opinion in favor of good highways.

THE weather has quite discouraged me

from taking a round among the dealers as I intended. I did, however, drop in the other evening on W. W. Stall, whom I found hard at work by gaslight, trying to catch up with his mail. The changes and the interior decorations he has made during the winter have wonderfully improved the veteran's store, while the immense stock of new machines makes an imposing array, and affords purchasers an opportunity to obtain a mount without the slightest delay.

THE 1887 Star is not materially changed from the last season's patterns; the only points I particularly noted were good ones. The front wheel is a trifle larger, and the wheel base is a little longer than formerly.

BESIDES a good miscellaneous stock of bicycles and tricycles, Stall has a long row of new Quadrant tricycles, which popular machines should soon be taken from his store and put on the road.

The single Quadrants made a splendid record last year, for soundness, and in other respects they are equal to any three wheeler made.

By the way, speaking of Quadrants, I saw some time ago in Pope's museum of antiquities, a wooden tricycle, the front portion of which was constructed on the same general plan as the Quadrant of to-day. It was crude and defective, but there was the twenty-six inch steerer, the same horizontal fork and the same slides. Verily, there is nothing new under the sun.

I SEE that Lynn wheelmen will open the racing season, on 30 May. Although at that early date the cracks will not be in the best of form, I hope cyclers hereabouts will give as much encouragement as they can by their presence, to the meeting. The Lynn track is the only first-class cycle track near Boston, and should be supported generously by those who hope to see the sport of cycling raised from its present deplorable state. I hope there will be less legislating and more honest racing than last year, and the meeting at Lynn on Decoration Day, is a good time to set the ball a rolling.

LONDON W.

THE Rudge Enamel is a new candidate for popular favor. It is a specially prepared production and will be controlled by Messrs. Stoddard, Lovering & Co., who have given up the sale of Ardill's.

NEW YORK wheelmen must thank Mr. Isaac B. Potter and Chief Consul Bidwell, for the introduction to both houses of Legislation, a bill to secure the full and unrestricted rights of highways and parks as accorded other carriages and vehicles. We hope it will go through and get Hill's "sig" attached thereto.

WHEEL CLUB DOINGS

THE Couchiching Bicycle Club of Orillia, Can., elected the following officers on 25 March: President, Wm. Thomson; secretary and treasurer, W. Scott; captain, C. L. McNabb; lieutenant, S. E. Curss.

THE Maverick Wheel Club, of E. Boston are intending to inaugurate the season by a club run to Lynn, on Fast Day, providing the weather is favorable. The start was to be made at ten o'clock from the rooms, and all wheelmen in the neighborhood are invited to participate.

THE annual meeting of the Roxbury Bicycle Club was held on Friday evening, 1 April, and officers were elected as follows: Wm. H. Emery, M. D., president; I. E. Maultrop, vice-president; B. W. Potts, secretary; Wm. T. Johnson, treasurer; John S. Lowell, captain; Geo. E. Marsters, 1st. lieutenant; Geo. A. Titcomb, 2d. lieutenant. Four new members were admitted. This club admits only riding members, and is composed of active and enthusiastic wheelmen, who ride for the enjoyment to be obtained from wheeling.

The adoption of a new uniform was laid over until the next meeting, the members being pleased with the sample of new League cloth which was shown them. Regrets were expressed that lieutenant Eric E. Rosling was compelled to decline a re-election, on account of business engagements.

THE annual meeting of the Chelsea Cycle Club was held Friday, when the following officers were elected: President; Abbot Bassett; vice-president, John B. Stewart; secretary and treasurer, Chas. E. Walker; captain, L. H. Frost; 1st. lieutenant, F. A. Woodman; 2d. lieutenant, P. E. Pratt; club committee, Messrs. Bassett, Stewart, Walker, Frost, Woodman and Pratt.

A NEW club has been formed in Hartford, namely the Columbia Cycling Club; it has thirty-two members to start off with in its infancy. A meeting of the riders was held at K. P. Hall, on Friday, and the following officers were elected: H. Seymour, president; H. M. Pope, vice president; Clark Lawrence, rec. secretary; J. Sutherland, fi. secretary, Board of Directors, E. F. Oakley, Thos. Glover, Wm. McIntosh, Capt. J. Birmingham. 1st. lieutenant, A. G. Gruendler; 2d. lieutenant, Thomas Wilson; 3d. J. Galvin; color bearer, W. Holliston; all the members are in the employ of the Weed S. M. Co., and ride Columbia machines. The Club has amongst its members, E. A. Deblois, (our Eddie) who showed up so well last season at the fall tournament, and a record of 2.41 $\frac{2}{3}$; A. M. Pope, Clark Lawrence, who was one of the first men in the country to ride under three minutes, and who held the Connecticut championship for four years; Tom Fay, who held the State tricycle championship, E. T. Oakly, the well-known "scorcher" who won the road

race from Charter Oak Co., Sickles Hotel, beating both G. Loomis and T. Steele, also Prof. Gruendler, fancy rider, and, also one of the Conn. Club tug-of-war team in '84. At the meeting the club voted to select two teams for a road race on Fast day, 8 April, from the Capitol at Hartford, to New Britain and return to K. P. Hall. The teams are made up as follows: 1st. E. Oakley, T. Wilson, W. Hollister; 2d. T. Glover, J. Sutherland, and Wm. McIntosh. The club has adopted a dark blue uniform, to be cut and trimmed after the style of the U. S. Army officers' undress blouse. The Weed Co. has presented the club with a very handsome picture of Col. Pope.

THE officers of the several clubs in Cincinnati, Ohio, and vicinity, for the ensuing year, are as follows:

The Avondales — President, Wm. A. Haven; vice-president, Chas. A. Stevens; secretary and treasurer, Thos. L. Wayne; captain, C. Tudor Estabrook; first lieutenant, R. W. Carruthers, and Geo. Hafer, jr., bugler.

The Kentons — President, A. M. Watcher; secretary, H. S. Rodgers; treasurer, Chas. Canauer; captain, En. Croninger; lieutenant, Ed. C. Tole.

The Northsides — Geo. A. Blinn, president; Ralph Taylor, secretary and treasurer; Geo. Williamson, captain; A. C. Crale, lieutenant, and R. Crawford, bugler.

Brightons — H. Kessler Smith, president; H. C. G. Ellard, secretary; C. B. Meyers, treasurer; Wm. Bahmann, captain.

Centrals — J. H. Cappel, president and captain; C. H. Schatzman, vice-president; W. H. Milholland, secretary; Robt. J. Kroger, treasurer.

EVER since the disbandment of the once lively Crescent Bicycle Club, and the still more recent Ramblers, there has been an opening in this section for the formation and successful establishment of a club, the bone, sinew, and governing matter of which should be exclusively Young America.

The Boston and the Massachusetts clubs are largely made up of sedate and mature riders, though in the material of both these clubs can be found scorches and fliers of high degree. The Brookline Club comes to the front and fills a niche which for some time has been vacant, and we rejoice to be able to welcome this vigorous infant into the fold of club brotherhood. The officers of this club are all wide-awake young men, chock full of the effervescence of youth and strength, and, together with their already large membership, fellows who love a good time and know how to have it. The club is impatient to put some of their proposed schedule runs into things of fact, and already has Captain Corey laid out plans for the month of April, plans which we fear will be interfered with by old Probs and his erratic supplying of snow-storms, instead of the orthodox April showers. We prophesy a long and successful life to the Brooklines.

The Massachusetts Club.

NATURALLY, there was a very feverish feeling on the part of the members of the Massachusetts Club in view of the unpardonable action of the *Herald*, in publishing a long article showing how that club was on the verge of possible ruin, and disruption. The meeting of the club last Tuesday drew forth an unprecedented attendance, a hundred odd members being present. Instead of the expected factional fracas, so sensationally indicated by the *Herald* man, a most peaceable and satisfactory meeting was held. The matter of indebtedness was looked squarely in the face, and the loyalty of the club members was attested by the unanimous vote to assess each member the sum of \$5. While the sum so raised will not quite wipe out all indebtedness, a voluntary subscription paper will be opened, and there is no doubt but that the required sum will be forthcoming. The by-laws are to be amended, so as to provide for an associate membership, dues of which will be one-half that of the actives. By this means, it is hoped the income of the club will be materially augmented.

THE cause of the increase in the outgo this past year was owing largely to the generous way in which the club has entertained particularly incidental to the League meet. The club, on the present basis of membership, has an assured yearly income of \$3,900, an ample sum to cover its expenses. Among the many reports circulated was one to the effect that the clubhouse was offered for sale, by what authority we do not know, but the figures named were \$35,000, subject to a mortgage of \$18,000. This was denied; but we are in a position to know it was a correct report. Rumors true or rumors false, this *fact* we record with unalloyed pleasure: the Massachusetts Club is sound and solid, good for many years of increased usefulness, sensational reports to the contrary notwithstanding.

Howard A. Smith & Co., sent out nearly thirteen thousand copies of their 1887 catalogue last week. Their business is growing very rapidly, their "Z. & S." tire tape, (adhesive), and "Z. & S." stocking supporters, both of which have been much improved since last season, are having an immense sale, and the tape is something which should be in every rider's tool-bag. Any one wishing a first-class second-hand wheel at a fifth-class price, should study the price-list of second-hand two and three wheelers offered by this firm in this issue.

CAPT. F. T. ROOT, of the Cleveland Bicycle Club, is happy over an 1887 Rudge Light Roadster, purchased through Messrs. Davis, Hunt & Co. of that city.

A HOBBY a good thing. "The late Lord Chief Justice of England (Sir A. Cockburn), when practising at the bar, in order that he might thoroughly master the details of a case, positively studied the elements of a particular science. It was

the knowledge thus acquired which gave him his grand power over the experts opposed to his case, when under cross examination. It was this power that dissipated the sophistry which sought to shield from justice a notorious criminal; and it was this power (truth alone) that stood, and should ever stand its ground unassailable." Just so do the members of The H. P. Hubbard Co., Judicious Advertising Agents and Expert Solicitors, study all the ins and outs of their customers' business, and make themselves, like counsel, or confidential clerks, *thoroughly* masters of the situation. Success naturally follows, for both client and counsel. Their office is in New Haven, Conn. Estimates of cost free. Special new designs for "ads" furnished to any who mean business.

THE Quadrant that was ridden up Weatheroak Hill was geared to 54 inches. A wonderful performance, truly.

WOOD AND JAMES have not had that picnic in Australia that they expected. The victories of Rolfe and Willburd over Wood were eye-openers to the doughty Britons. If not already started, the twain will soon be *en-route* for home, so as to be in time to have a whack at the "Yanks."

WE rise up and congratulate Mr. Bassett on the wonderful stride the League has taken since he took hold, for we learn (?) from a Philadelphia paper, that the "League of American Wheelmen" is over 50,000 strong," — whee !! The same man goes on to say that there is only one in seven wheelmen who join the League. When we have 350,000 wheelmen in the U. S., we shall be able to run a private steam yacht. Our friend has made a mistake of some 40,000 odd, but *that's* not much.

THE N. C. U. have just decided to run all their amateur bicycle and tricycle Championships off on the Aston Lower grounds, near Birmingham. The events are, the 1 mile bicycle, and the 25 miles tricycle championships, which take place 30 May. The 5 miles tricycle championship will be run off on Saturday, 2 July, followed by the 1 mile tricycle and 25 miles bicycle championship, on Monday, 4 July; the 5 miles bicycle championship, on Saturday, 23 July; finishing up with the 50 miles bicycle championship, on Bank Holiday, 1 August.

MR. JNO. A. WELLS, of Philadelphia, made us a call last Tuesday. We found Mr. Wells looking jovial, notwithstanding the lively time he has been having lately. We suggested to him a call on Mr. Harris, but he did not seem imbued with that eagerness that one would expect. When approached as to the identity of the "Colonel" he simply said, "Prial won't guess within a day's march, and I'll bet on it."

MORGAN in the *Cyclist*: "I see, also, in your same issue, that one A. Kennedy

Child, employed by the Columbia Company, takes the opportunity of stating that the American team, under my management, is not a "Columbia" team. What information (?) did the Child ever hear of the American cyclists now in this country using the word "Columbia"? No, we are representative American cyclists, and no walking (or riding) advertisement for any firm, but are here on our own hook, prepared to do battle for America, and will fall or stand by the result. Mr. Child is a little previous." Ah there, A. K.-C.!!

THE *Pacific Wheelman* objects to our objection of the word *Gaudamus* as applied to a "smoker," and recklessly wagers a busted oil can against a copy of our paper, that, if we could be induced to imbibe a glass or two of Bay City punch, we would sing *Gaudamus* all the day long. WE CAN be induced to imbibe, we shall be pleased to imbibe. We have a quiet corner in our sanctum where we can stow away any quantity of concentrated *Gaudamus*, that the Bay City wheelmen may see fit to send to our address—express prepaid. Please note, the name of this paper is, the *Bicycling WORLD*.

THE *Wheel News* is a "bijou" paper, started by N. L. Collamer, of Washington, D. C. It is an eight-page paper, of about commercial note paper size. It will be published every Thursday, and is "controlled by no clique or faction." Welcome to the fast-increasing family of wheel papers.

"THE Americans are good fellows," says Jack Keen. "I like 'em, I hope to go to America again," but adds Jack, "you musn't mind what they say to you; in case you beat one of their favorites."

WE are glad to announce in answer to general inquiry, that the Victor Safety and the Victor tricycle will both be ready for delivery by the 15th of this month. The orders for these two new machines are coming in, in a very comfortable fashion.

WE expect to hear next, that Kennedy-Child is first uncle or third nephew to the Emperor of Timbuctoo. The latest is, that the "ubiquitous" is a near, dear, and valued relation of the great Parnell. That bad bird the "Owl" is responsible for the story.

"SILENCE is golden." This axiom is being now closely observed by Messrs. Hillier and Nairn, on the matter of "Faed's Report." We are sorry at this evidence of failing eyesight. Perhaps they have not seen it. We refer them to page No. 386, Vol. XIV. *BICYCLING WORLD*. "Read, learn, and inwardly digest" same, dear brethren.

"WHAT is the matter with Ducker?" Seems to us that has a familiar sound, kinder. Seems to us we saw this earnest inquiry as to Mr. Ducker's welfare, and whereabouts in the *Bi. News* a short time ago. Does echo answer *Bi. News* in a "demnition" uncomfortable

loud tone? 'What is the matter?' Maybe they don't have echoes in *Bi. News* sanctum!

THE Overman Wheel Company have an experimental department at their store on Columbus avenue. New devices and ideas are tested there, and the complete workshop they have, enables them to do all sorts of the most difficult bicycle work, and repairs that any exigency may demand.

Examine the ad. of St. Nichols Toy Co., if you want a "jigger" for your boy or girl. See page 397. You cannot do better.

THE Coventry Machinist Company's Catalogue for 1887, is out, and contains description of six of their principal makes of machines. Their new tangent-spoke light roadster, which they have named the "King of the Clubs" comes first. Next week we shall take pleasure in describing this wheel in our trade articles.

THE latest accounts state that the legless James McIntosh is well on his way back towards Dundee, Scotland. Some enterprising firm should present him with a modern manumotive machine to replace the terrible old makeshift he is now riding. It would be a big ad. for Singer for instance.

THE Bicycle Brush Tool is a very handy little article, patented by Mr. Bernays, of Little Rock. It is a combination of a good stout brush, made so that the most remote parts of a wheel can be reached. A strong screwdriver, a peculiarly formed spanner, for use on bearings of the Bown pattern, and a sharp-pointed steel tool for digging away hard mud or dirt that may have accumulated in the small apertures about the machine. It will be a handy addition to every rider's "kit."

MEMPHIS, TENN., is the scene of a little rumpus, all on its own hook. Surprise is making it warm for those who have been unkind enough to criticise his past actions.

THE *Tricycling Journal* has taken another summersault and now appears under the name of the *Cycling Journal*. These lightning changes on the part of some of our contemporaries causes us to be in a constant state of mild excitement. We are always on the alert expecting some change in the appearance of a well-known contemporary, or alas! an entire disappearance.

THE TRADE

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Up to the present issue, we have described over thirty new machines that will be offered to the cycling public during the coming season. Besides this, we have described several special novelties. We shall carry the good work on until the field is exhausted.

One of the raciest looking tandems we have yet seen is the "Crescent," imported by Stoddard, Lovering & Co. We shall give a description of this in a short time.

The Apollo Bicycle for 1887.

W. B. EVERETT & Co., BOSTON.



THE Singer people are now prepared to announce the machine they intend to push to the front during the coming season. Ever alive to the fact that to stand still is to be left behind in this great struggle for supremacy, these sterling manufacturers have during the past winter, been hard at work to improve their leading machine so that they can enter the field this season in the front rank as usual. The Apollo as "revised" for 1887, will have several new features, among which the most prominent are the adoption of the Otto patent wired compressed tires and adjustable ball bearings to the steering head. The tires are an entirely new thing in this market, the patents and plant for manufacturing which are largely owned by Mr. Singer himself. The device is a corrugated wire running through the centre of the rubber, the tire being held in the felloe without the use of cement, or so little of it that practically there is none, and none needed. By this method some six inches more rubber can be used than is usual. While the tire is firmly fixed in the felloe, it can be easily removed without tearing, in case of necessity to replace spokes. We have examined it, and we should deem it a most excellent contrivance. The ball head is another new point in the 1887 wheel. The adjustment appears simple, and it is claimed that with anything like fair treatment this head will run 1,000 miles without any adjustment being nec-

WELL DONE, QUADRANT!

WEATHEROAK HILL, BIRMINGHAM, CONQUERED ON AN ORDINARY **Roadster ♦ Quadrant ♦ Tricycle,** GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before." — *The Cyclist*, March 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Adlard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber." — *Wheeling*, March 9, 1887."

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times." — *Extract from Mr. Bird's letter to the Quadrant Tricycle Co*

THESE FACTS PROCLAIM THE QUADRANTS THE BEST HILL CLIMBERS OF THE AGE.

☞ This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

SAM'L T. CLARK & CO., SOLE U. S. AGTS.
BALTIMORE, MD.

essary. Last year it will be remembered that all the Apollos had the weight stamped on the head of the machine, and this year they propose to do the same thing. The average weight, we were told, will be about thirty-four pounds for the Light Roadster, that is, without saddle and pedals. The firm have made exhaustive experiments, and they have come to the conclusion that double ball bearings will give the best results. They have, therefore, adopted this kind for the Apollo. The machine is a beauty in contour, and will take the eye of the most fastidious.

SPECIFICATION.

BEARINGS (Front).—Double ball, adjustable, brazed to fork.

BEARINGS (Back).—Ball, steel hub.

BACKBONE.—Weldless steel tube, oval section.

STEERING.—Ball bearings.

FORK (Front).—Weldless steel tube, elliptic section.

FORK (Back).—Steel, half hollow section.

HUBS.—Steel.

FELLOWS.—Warwick, deep section, hollow.

SPOKES.—Patent tangent.

TIRES.—7-8-inch to front, 3-4-inch to back wheel, highest possible quality.

CRANKS.—Patent detachable.

SADDLE.—Kirkpatrick's "Perfect Hygienic."

HANDLE-BAR.—Hollow, detachable, cowhorn shape.

HANDLES.—Horn, spade.

FINISH.—Harrington's enamel.

PLATED PARTS.—Head, handle-bar, brake, hubs and cranks.

FITTINGS.—Adjustable ball pedals, Kirkpatrick saddle, spanner, screw driver and oil-can.

PRICE.—50-inch, \$135.

With an advance of \$2.50 per 2 in.

EXTRAS.—Plated except rims and spokes, \$10.

Patent Otto Corrugated Wire Tires.

W. B. EVERETT & Co., BOSTON.

MESSRS. SINGER & Co. have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2d, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus:~~~~~ It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the length of the bottom of the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly embedding themselves in the tire, another great difficulty is overcome; viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

Victor Light Roadster.

OVERMAN WHEEL COMPANY, BOSTON.

"We name our new machine the Light Roadster, to distinguish it from our standard pattern, the full roadster, so well known, and which we shall continue to manufacture as heretofore." This was elicited from Mr. Bell, of the Overman Wheel Company, in answer to our inquiries, and in further query as to how the Light Roadster differed from the Roadster, we got the following points: "You will observe," said Mr. Bell,

"that we have changed the shape of our handle-bar, we have taken it *straight* out from the head for a distance of six inches, and then dropped it down to the point where the handles are attached. This gives a handle bar that will rest the legs much easier in coasting, than in the old form. We have fitted spade handles to the machine, and they are adjustable by means of a right and left hand thread. Another thing we have changed, and that is, we have turned the lug and screw bolt that holds the detachable handle-bar so that it comes inside the head, next the rider, this gives us a smooth surface on front of head so that we can make the perpendicular part of the brake spoon perfectly straight. Notice also, the ball brake spoon swivel is placed lower than usual, thus giving much more leverage, hence, more powerful brake. The dust guard of head you see is much simplified, and the new form makes a much more effective guard, and is certainly a great deal neater in appearance. We put leg guards on this pattern, and thus can shorten the flap of the saddle. The saddle is hung on a three-coil spring in front, and by pressing the tension strap underneath, the saddle leather can at once be taken off. You will notice we have made a smaller hub, and adopted the true tangent spoke, each one of which is headed into the hub separately. The pedals have been lightened in form, we retain the square rubber, of course." In answer as to price, etc., Mr. Bell said, "We shall charge a small advance in price over the roadster."

The machine is the same in finish as the new well-known Roadster, the rubber of tires is of the best and purest, and is "compressed" in by the Overman process. A very neat little tool bag is fastened under the saddle on to the backbone. The Light Roadster is a beauty, and will no doubt receive the patronage and endorsement it is entitled to.

WANTED

First-Class Mechanic,

FOR REPAIR SHOP.

Must be thoroughly Competent, and have experience in

Bicycle and Tricycle Work.

Apply from 8.30 to 9 A. M. at

182 COLUMBUS AVE.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,

99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Miss B. S. Jackson, 80 Equitable Building, Boston, Mass.; J. I. Sumner, Akron, Ohio; Frank E. Belden, 329 Laurel street, Hartford, Conn.; John Knous, 95 Washington street, Hartford, Conn.; Harry M. Pope, 346 Purnam street, Hartford, Conn.; J. S. Copeland, 5 Grand street, Hartford, Conn.

APPOINTMENTS.—Consul for Pittsburg, Pa., C. H. Allerton, Jr., 252 Shady avenue, E. E. Pittsburg, Penn.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593 Fitchburg, Mass.

FOR SALE.—One 52-inch Victor, '85 pattern, in excellent condition, tyres have no cuts, fitted with Hutcher cyclometer. Price, \$95. Address, O. H. ALLERTON, JR., 252 Shady avenue, E. E., Pittsburg, Penn.

EXCHANGE.—I wish to exchange a new Eclipse saddle and Harrington cradle spring, for a Lillibridge or Townsend saddle. Correspondence solicited. Address, G. H. C., Lock Box 49, Lyons, N. Y.

BIG BARGAINS.—One 46-inch Standard Columbia, ball bearings, good condition, only \$30; 42-inch Standard Facile, enamelled, good condition, only \$40. Address, C. W. Sadlier, Walden, N. Y.

WHO WANTS A 54-inch, 1886, Expert Columbia, new last summer, in condition, for only \$80? Must be sold. CROWTHER & POTTER, Reading, Penn.

BARGAIN.—New 56-inch full-nickelled Expert, cowhorn bars, ball pedal, swing spring; ridden only a few miles, and in splendid condition; cost \$160; will sell for \$110; good reason for selling. Call or address, C. S., 225 Palisade avenue, Jersey City, N. J.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, Ohio.

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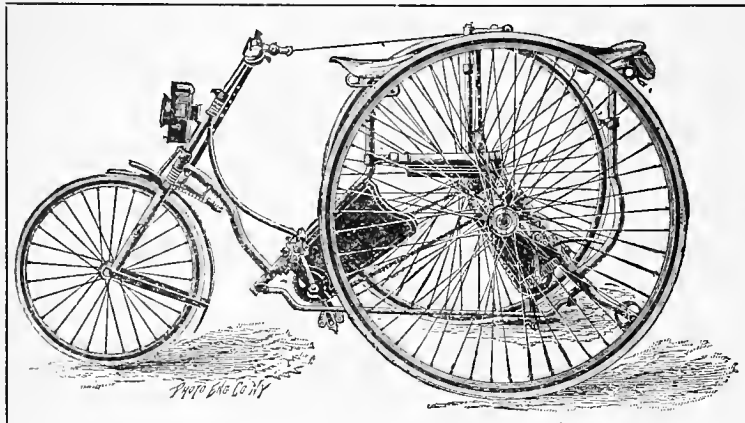
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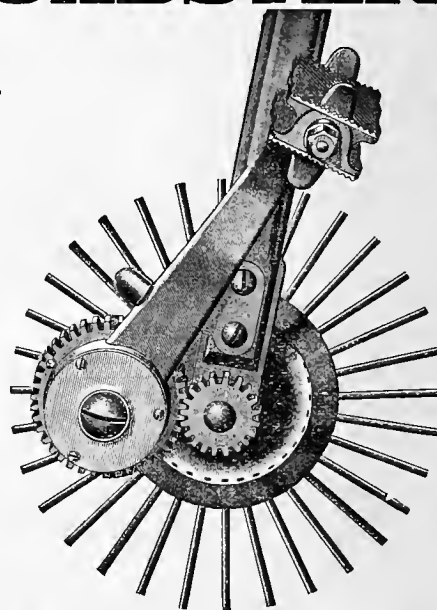
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318...	42...	Facile	Ball	Enamel	First Class	137 00.	65 00
273...	45...	Star	Plain	Plain	Fair	000 00.	00 00
291...	46...	Standard Columbian	Plain	Plain	Good	92 00.	45 00
348...	48...	Expert '85	Ball	Nickel	First Class	137 50.	100 00
358...	50...	Expert	Ball	Nickel	First Class	130 00.	100 00
316...	51...	Star	Plain	Enamel	Good	105 00.	45 00
385...	52...	Victor	Ball	Enamel	First Class	132 50.	100 00
383...	52...	Expert	Ball	Nickel	First Class	140 00.	80 00
360...	52...	Expert	Ball	Enamel	First Class	130 00.	95 00
340...	52...	American Club	Ball	Enamel	Good	160 00.	70 00
375...	54...	Club	Ball	Enamel	First Class	160 00.	85 00
380...	54...	Victor	Ball	Enamel	First Class	145 00.	85 00
325...	54...	Club	Ball	Nickel	First Class	145 00.	80 00
308...	54...	Expert	Ball	Enamel	First Class	140 00.	85 00
368...	54...	Star	Plain	1/2 Nickel	First Class	120 00.	45 00
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WORLD'S RECORD,	- - - 1-2	.12 5-5	WORLD'S RECORD,	- - - 13	35.18 2-5
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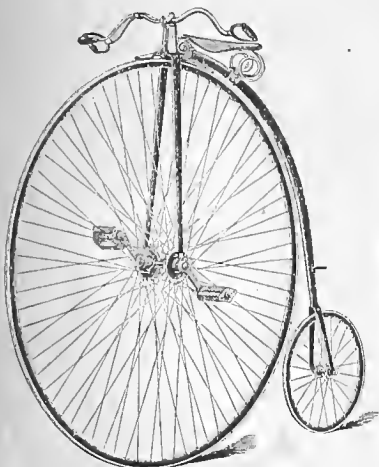
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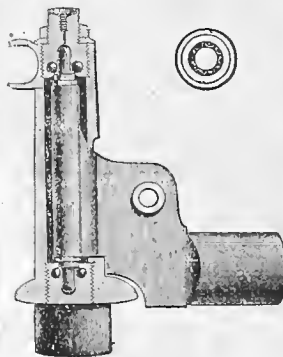
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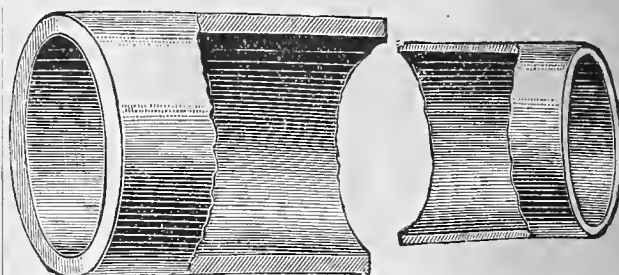


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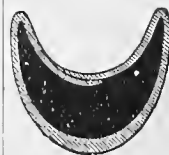
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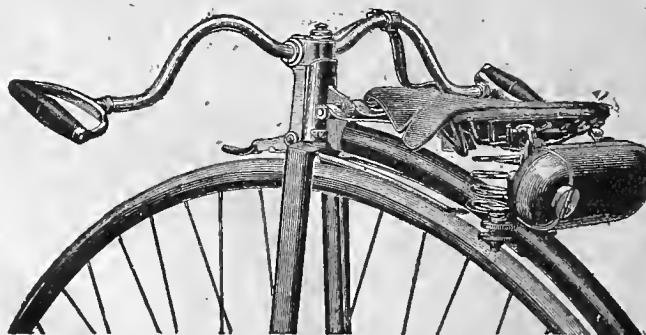
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday
 morning, and addressed to Editor BICYCLING WORLD,
 179 Tremont Street, Boston, Mass.

BOSTON, 15 APRIL, 1887.

We do not suppose we have any right to demand anything of the League Racing Board. So it please you, Mr. Bassett, we would ask you to state plainly and decidedly what the policy of the Racing Board is to be during the coming season. We are not going to become promateurs, nor anything of that sort, but we think that, in justice to all persons interested in racing, it should be stated at once whether the League intends to continue to chop off the amateur heads of suspected promateurs or not. Please, Mr. Chairman, we prithee, tell us true.

ALTHOUGH the Eastern Road Club was formed with the sole intention of carrying out a series of team races for a certain trophy, we are pleased to note that its name and objects permit it to promote the interests of road riding generally. The club makes a brave beginning, as its ranks contain some of the most capable men and clubs in the country, and we hope it will feel inclined to broaden its field of work. If the members are inclined to do the necessary work the Eastern Road Club can be built up into the strongest and most compact organization of wheelmen in the country.

It can, without in the slightest degree interfering with its primary object, exert an influence in cycling politics and legislation that would make the power felt. We would like to see, and so would every wheelman, a cycling organization that would attempt in some practical way to promote the interests of road riders. Road riding and cycle touring is the back-bone of the sport, and anything that will enhance its pleasures or promote its interests will receive the support of every cyclist, every wheel paper, and every dealer. Will the Eastern Road Club let the golden opportunity slip by?

THE English manufacturers are being urged to form a Board of Trade, similar to the one now enjoying an existence here. The desire abroad seems to be to correct certain frauds and abuses which have sprung up, many of which are, so far as our knowledge extends, unknown here. Mechanics in a small way seem to fake up with poor material a very fair imitation, so far as appearance goes, of some well-known make, and then, perhaps obtaining the agency of the genuine article, proceeds to pass off his own fraud upon a gullible public. We are exceedingly glad that such a contemptible practice is not in vogue here, and that our Board of Trade is not called upon to suppress such nefarious schemes. But there are some practices indulged in by a certain class of wheelmen which the Board, if it would look well to its own interests, would do well to suppress. The class of beats, infinitely worse than makers' amateurs, who sponge on the makers for wheels with the promised *quid pro quo* of the talking the machine up in their clubs should be suppressed. Then there is the wheelman who writes to a maker, and asks to be appointed agent for the sake of getting a

discount on his own wheel, and more of the same character who are always on the alert to obtain concessions from dealers they do not deserve. We should like to see them all stamped out of existence.

THE statement published below, rather emphasizes Mr. Bassett's words of some weeks ago, to the effect that to him the immediate financial outlook was not cheery. It is, however, too early in the day to say whether the Secretary-Editor, on the present basis of income, can bring the finances on to a more satisfactory footing. It must be remembered in all fairness, that the present condition is not the fault of the present Secretary-Editor, but is the unfortunate inheritance from another administration. We therefore hope for better things in the next report.

STATEMENT.

Cash balance, March	
31.....	\$2,744 28
Accounts receivable	
from advertising 31	
March.....	3,872 39
	—————\$6,616 67
Amounts owing divisions 31 March.....	\$4,352 58
Other accounts payable,	
including printing, for	
the month, etc.....	1,300 08
	—————5,652 00
	\$964 01

We take it for granted that the \$5,652, covers *all* the indebtedness of the League, leaving a balance of less than \$1,000 to pay the expenses of the Secretary's office during the remaining months of 1887. Of course this amount will be augmented somewhat by the dues from applicants, which, on the basis of seventy a week, will yield the national body an income of, say, \$1,000 to \$1,200 more. This \$2,200 more or less will scarcely pay the running expenses of the Secretary's office; therefore, unless the *Bulletin* is put on a paying basis, Mr. Bassett will have hard sledding indeed to make ends meet. As there is an evident feeling against raising the dues, he should have the cordial support of every member, in his desire and endeavors to cut down the outgo. League members have, unfortunately, got into the way of expecting a large return for a very small outlay, but we believe that when the time comes their loyalty to the League, in its troubles, will call forth unanimous acquiescence to any practical method of retrenchment that the Executive Committee and the Secretary-Editor may devise.

Salt from Syracuse.

BECAUSE no notes under a Syracuse, N. Y., heading have appeared in the WORLD, it would be very naughty for your readers to suppose that there is no growing cycling club, no enthusiastic wheelmen, or no show of interest in cycling matters here in this salt town, where Madam Lot is supposed to be buried. On the contrary, we have a club of nearly 30 members, have fitted up the regulation clubrooms in the new Y. M. C. A. building and closed the first year with money in bank. The boys are all riders. They have to be. We have no carpets on our streets, and the large muscles and the varied experience one gets in pushing through sand and ruts and over cobble stones, he would have no earthly use for, should he happen, in his wanderings, to roll on to the class of roads Boston delights in, — Chestnut Hill reservoir roads, for instance. They would be no "chestnut" for a Syracuse cyclist. But perhaps the riders of every town imagine they have the most temper-trying roads. The boys don't grumble. They crowd down their pedals and "get thar." We have good fair country roads. [Any dairy farms where milk can be had? — ED.]

IN this city, the year 1887 is evidently to be the biggest wheel year the town has ever had. There seems to be a revival of the fever that spread everywhere on the introduction of the cycle, and this revival is brought about without very much missionary work. There is a promise of a large number of new riders before the season fairly opens and out of these the club hopes to be able to persuade enough to join the ranks, to bring the membership up to 45 or 50 before fall.

THE Auburn, N. Y. Cycle Club is talking of having "Around the World Stevens," etc., deliver his lecture there some time this month. If this is a "go" our club members will ride to Auburn and attend the lecture. A race meet, plans for a somewhat extended tour, and other matters claiming the boys attention prevents the club from having Stevens deliver his lecture here.

THE proposed club trip for two weeks in July is causing much interest. It is the intent of the members to leave Syracuse about July 5, wheel to Rochester, Buffalo, Niagara Falls, and then crossing Lake Ontario (in the proper way) follow the big tour trip through the Dominion to the Thousand Islands. The managers of the trip are counting on a party of twenty, a few members of other clubs joining along the line.

MEMBERS of the Y. M. C. A. gymnasium will hold a field day early in June, and the club has voted to take charge of and supply material for the cycling events. Professor Charles H. McCormick, in-

structor at the gymnasium here, is doing much for the advancement of first-class athletic sport in this city. He is an earnest worker. The present officers of the club are: President, Fred Brigham; vice-president, Clarence W. Wood; secretary and treasurer, L. S. Wilson; captain, Carl G. White; lieutenants, James P. Becker, Harry N. Denney; bugler, A. L. Van Hoesen. The president, who is an Apollo himself, is agent for that line of wheels, and can talk their merits till you can't rest.

THE first club run will be held next week, Monday. After that, weekly runs will be maintained throughout the season.

SEVERAL of the boys took short "breathers" on Sunday, and report the roads in fair shape for this time of year.

SALINA.

St. Louis.

AT Tuesday's meeting the Missouri Club passed upon a flattering number of applicants, most of whom must be placed on the reserve list for vacancies. They also appointed two well-known artists as house-decorating committee, and appropriated \$250 for their use.

ALL material for the Meet programme is ordered in this week. Several interesting details have been included in the list of entertainments, which will come as pleasant surprises, no doubt. The steamer "Chouteau," a majestic and very broad gauge cotton veteran, just from the docks has been finally engaged for the river excursion.

REMINISCENCE runs rife after the DeSoto run, and the boys are convulsed at Bob Holm's monosyllabic eloquence, when he speaks of the grades that he walked. A smaller party will go down again during the month. A moon-light run to Manchester will be taken to-night, returning in the morning.

HART, who did good work on the track last year, is out of the swim for a while, having suffered from sickness considerably. There is some good local talent sprouting up for the road race, and an eastern maker is looking for someone to enter the race on a special make of tricycle.

BREVITY.

In and Around Newark.

SPRING is here. [John, get that gun. — ED.] at least it was when I began this ramble, but goodness knows what'll be here by the time, I get through. Sunday's beautiful weather called out hundreds of riders, and from early in the morning until late at night, the avenues leading to and from the city were thronged by two and three wheelers of

every conceivable make. Your correspondent had made up his mind to take a bracer himself, but a severe attack of "Mandrake Pills" compelled him to give it up.

THE sale of delinquents' stock of the N. J. C. & A. A., last Monday evening, resulted in the disposal of one hundred and twenty-five shares to outsiders, the balance of the two hundred and eighty-six being bought in by the Association. None were sold below par.

CHARLEY STENKEN dropped in to see me last week. He is looking in first-class form, and will go into active outdoor training as soon as the track is open for use. Charley swears by the Hudson County Wheelmen, as winners of the Decoration Day road race, and is positive that their team is a better one than the King's County.

By the way, it seems strange that the challenge of Stenken, Powell, and Wilhelm to ride any three amateurs in the country, at any distance should be unnoticed. Is there no trio on this side of the pond with grit enough to pick up the gauntlet? It seems not. Those who are so loud-mouthed in their claim as amateur road-riders, will probably wait until the challenge is withdrawn, and then come out with a full column article to show that "the challenge was 'called back' just because they knew we were getting ready to accept it."

THE Essex B. Club took a moonlight run to Elizabeth, last Thursday evening, and a run through South Orange on Saturday afternoon and evening. Both runs were well attended, and those who took part thoroughly enjoyed themselves.

RATCHET.

NEWARK, N. J., 12 April.

WE hope the League will not grant any one firm the privilege of making the new uniforms. There should be an official tailor in every large city and cycling centre. It is right that the members of one section should have the same facilities for obtaining the uniform as that of another. Hitherto, it has not been so.

THE financial statement issued by the League's Secretary-Editor figures up all right but "Accounts receivable from advertisers, \$3,872.30" may mean much or very little.

H. W. HAYES has been elected president and Elliot C. Lee treasurer of the Sterling Cycle Co. This is a very interesting item of news but where are the 1,500 machines this company was to place on the market this spring?

RIDERS often want to know where they can find the genuine "Boston Bicycle Club Cap." We refer them to page 418.

CURRENTS CALAMO.

WE have seen it.

WE have handled it.

WE mean XM. Miles on a bicycle.

THE cover was not on, but the eight hundred odd pages were all sewed together.

AFTER all it seems as if we might live to see the book complete in all its beauty of cloth and gilt.

WE took a limited survey of the field of trade the other day, and encountered happy looks and substantial evidences that the season had opened in dead earnest at last.

MR. E. W. HODGKINS, secretary of the Boston Club, will sail for Europe 12 May, to be gone about two months. All the cycling "celebs" in this vicinity seem to be going abroad this summer.

THE "Wayside Wheelmen" is the delightfully suggestive name taken by a New Bedford Club. Dr. A. G. Wyman is president, G. W. Parker, captain, and W. T. Jenney, secretary. We have often thought a trifle more imagination might be "squeezed" into the name of a bicycle club than is the usual custom.

THE resignation of H. W. Williams from the Massachusetts Club, following right on the heels of his announced intention to stop riding, really looks as if he had given up the cycle for good.

WOODSIDE is already at work on the records in Ireland. On a very rough track against a stiff breeze, he managed to cut the Irish record for one mile down to 2.44, this being three seconds faster than former record.

THE proposed clerical tour to the land of the midnight sun has been postponed until the year 1888. The Rev. Sylvanus Stall has issued circulars to that effect.

IT is asserted by those who claim to know, that Philadelphia clubs will not join the League as clubs, hereafter, but will join it individually and not collectively as heretofore.

COLLAMER is whooping up that Southern tour, and it promises to be a big success. It certainly takes in a very interesting section of country. The distance travelled will be about three hundred miles, to be done in easy stages.

THE gorge of ye Eastern cyclist rises when he contemplates the effect the Interstate Commerce bill will have on his pocket book, if he insists on going to St. Louis next month. No reduced rates for the impecunious wheelman.

THE New York State Division Road Book is completed, or nearly so, the final sheets being in the hands of the printer. There are nearly 1,700 towns down in the index. It is said to be a very complete and valuable addition to the literature of this description.

"STICKERTINE."

THE Alumni Association of Philadelphia, offer record medal to any student of the University who can accomplish two miles in 6.17. As there are many students who can slide over the distance named in that time, a bankrupt association will probably be the result.

"How to train." The cycling press are now taking up this very important question. There never was a book written yet that covered the ground so well as that one by H. L. Cortis. Every racing man should have a copy. The WORLD always keeps a supply on hand.

THE University Bicycle Club of Philadelphia, will hold a road race on 22 April. The distance will be about twenty-five miles, and will be over the Lancaster Pike, from Ardmore to Berwyn and return. Page and Whitaker are the principal contestants with odds laid slightly in favor of Page.

THE Irish Cyclist Association gave the Irish Amateur Athletic Association a word and a blow the other day, and the blow came first. The latter organization objected to the allowing amateurs and professionals to race together, as in the case of members of the American teams vs. Irish amateurs. The Irish Cyclist Association promptly told them to go to the bow wows, and that they would run the meeting alone, and they did.

THE design of the League uniform has been decided on, but the contract for making the uniform is not yet awarded. The Burlington Woollen Mills are making the cloth.

THE selection of Mr. John R. Chadwick to fill the office of vice-president of the Boston club proved to be an exceedingly popular one.

THE Corinthian Yacht Club will give a gigantic entertainment at the Boston Theatre on the afternoon of Thursday, 21. April. The Longwood minstrels will assist in making the affair a success. It will be a big thing.

IT is said that Bob Neilson will take to the road this season and do considerable racing thereon, providing he can find any one to race with. He will ride one of Hedger's "Swiftsures."

A FEELING of weariness which brings us nigh unto a desire to shuffle off this mortal coil, steals over us when we read letters from Fred Wood's friends still harping on that "unfair treatment" he received at the hands of the Springfield Club. We suppose the fines of \$10 are alluded to. We think we remarked "bosh" when this kick was first kicked; but in case we did not we will remark "BOSH" now.

LAST Sunday we took our first of the season. At Perkins's we found the mercury at seventy-five degrees. We therefore postponed any further exploration of the country south from that point. Mr. E. W. Hodgkins was our companion, and he really proved an excellent substi-

tute for a sprinkling cart. My, how the sturdy Ned did perspire!

A YOUTHFUL student at South Mah-ratta station, India fell in love with a bicycle owned by an Englishman. It was the first and only cycle the unsophisticated youth had ever seen, and his only aim in life became the possession of that "jigger." He wrote a pathetic appeal to the Englishman to give him the bike, and winds up in this wise: "Now I have become like a helpless sick person, and you the doctor. If you give me medicine I shall recover; otherwise, not. God will be pleased with you, which is necessary for a man to be happy. Let your great and noble mind order your generous hands to present this miserable man with your most beautiful bicycle."

IT is said that Seville, Spain, cannot be counted as one of the cyclist's paradises. The streets and roads have not cleaned or repaired since the days of Moorish occupancy. "The landscape is African in luxuriance, and the golden sunshine floods the land with glory. But the roads; oh, ye gods! the roads!"

THE reason given by the League officials for not holding a race meeting in connection with the St. Louis meet, is that St. Louis men did not want it. They said they have not the track to race on.

IT is said that the Manhattan Athletic Club, of New York, have put a big value on the League membership, as any member of the L. A. W. who can exhibit an 1887 ticket, will have the initiation fee of \$50 waived. If this is not a canard, it ought to boom the League in New York City. Cannot some such scheme be impressed on the management of our local athletic club as being an excellent one? We have an L. A. W. ticket that we will show them for \$40 worth of initiation fee.

THE prizes to be given in the Clarks-ville race are: First, a \$300 cup and a bicycle; for second, a \$100 watch and a bicycle. The other prizes will be announced later.

THE Chicago Club is said to be on the down grade. The Owls of the same city are said to be partially responsible for the decay of the older organization. Their vim and push being too much for the sleepy old Chicagos to stand against.

IT is a poor rule that does not work both ways. It will be remembered that Mr. Ducker claimed he had a letter from Mr. Hillier, promising, for certain considerations, to come to the Springfield races, last fall. Mr. Hillier denied that he promised, and as Mr. Wilson did not report on that special letter, we suppose it was not sent to him. Now, if Henry will only send us that letter, we will pass judgment, and see if an apology is not due Mr. H.

THE latest Irish advices inform us that Woodside and Howell are matched for a series of races, for stakes amounting to £25 a race. The tracks probably se-

lected will be Wolverhampton, Aston, Leicester, Alexandra, Palace, and Coventry. The distances will most likely be 1, 5, 10, 20, 25, 50 miles. Dates not yet to hand.

ST. LOUIS wheelmen seem anxious to impress the aged and sober "cits" of their burgh with the usefulness and propriety of the cycle, and they therefore hope a large delegation of our Eastern riders, who have passed the meridian of life, will be with them next month. Now, for a *consideration*, we would go on and "impress." We are aged and dignified, and ride a wheel with the air of a nineteenth century Diogenes. The ancient and decrepit "cit" of St. Louis would cry for a wheel after seeing us ride.

To show how they are living in brotherly love and amity in St. Louis, we clip a few pungent items from the *Post-Dispatch*. The three following—all paying their respects to Ladish and the "*American Wheelman's* crowd"—all emanate from the same source.

"THE *American Wheelman* is out with a scheme for starting a fund for the League. Last month it announced the opening of a pool book on the road race. The close relations of a pool book and a fund will not be lost sight of."

"IN desperate attempts to vindicate Ladish, the League is being sacrificed. Certain parties declare publicly that Chief Consul Rogers inaugurated the book-betting, and even the current *American Wheelman* makes that statement. The Missouri Division, always to the front, has another distinction. It is the only Division to lend its official sanction to book-making."

CONSIDERING the fact that the League has lived very successfully all these years, with somebody stuffing himself with the League's money, it is not very clear why any special fund is needed now to carry it on, unless the fund-makers want it to appear that Bassett is following in the steps of his predecessor. If those, who, like a converted sinner, are now howling for others to help the League, had not gone over to the enemy last year, their appeals now would have nothing suspicious about them."

THE arrangements for the Clarksville road race 23 May, under the auspices of the *American Wheelman*, have all been completed. Two or three boats, with ample sleeping accommodations, will be secured for the three days' trip.

A "SPECIAL dispensation" will be asked from the L. A. W. to permit amateur, professional, and promateur to meet in this great event. The route is twenty-one miles around; thus, four and three-quarters circuits will be necessary to cover the distance.

OH! oh! the "kruelest kut" of all. *Irish A. and Cycling News* warns the American Team against making friends with the *Bi. News* men. It says "B. N.

is quite willing to pat them (the team) on the back, and become friends, but I don't think the offer will be accepted, as owing to the fierce light which beats upon the track, the Yankees will be conspicuously before the public, and will have to be very careful as to whom they make friends of." Now we, *even we*, call that "tuff."

OUR old friend "Jim" Underwood has abandoned the cycle trade for good and for aye, and once more returns to his pestle and mortar. James has associated with himself, Mr. Geo. T. Mallery (whom the boys will remember was with Underwood, in Dorchester, for several years), and opened a fine drug store in Rockland, Mass. We propose at the earliest moment to see if the palatial munificence of this store equals the description. We also wish to test James's "sody." We recommend all cyclists whose wheels carry them Rockland way, to stop in and see good old Jim Underwood.

ONE of the most pleasant affairs that has taken place in England among cyclists was the recent testimonializing of A. J. Wilson (Faed), by the means of an address and a splendid chronograph. The occasion being the entering of "Faed" on a new epoch of life (*i.e.*) matrimony. There is probably not a more deservedly popular cyclist in England than "Faed," and the words of good will in the address but faintly express the real good will for a royal good fellow.

A CURIOUS fatal accident occurred to a cyclist in Birmingham, England, the other day. It appears that deceased ran over a football with which some young men were playing. This threw him down, and directly in the way of a passing electric tram car. After pushing him along quite a distance, the engine ran over him, causing instant death, and fearful mutilation.

OUR friend Corson, of the *Star Advocate*, which, by the way is one of the brightest little exchanges that reaches us, asks, "would it not be better for the League if the big guns would stop fighting among themselves?" We should rather say "yea" to the proposition. We wot it would.

MEACHAM, of St. Louis, has one of the largest salesrooms in the country. He is occupying an old theatre as salesroom and riding school. Mr. Meacham sees that there is money in the business, and is pushing accordingly.

WE hear that the Erie (Pa.) Cycling Club is taking the initiation towards forming a Northwestern association. We judge this is not intended to be antagonistic to the L. A. W., but merely a road-riding association, something like our new local Eastern Road Club.

WE wish the other leading English papers would follow the good example of the *Cycling Journal* and bind their papers together. They are deuced conserva-

tive, those Englishmen, and it takes 'em ages to see that anything *can* be better than the old, old way.

HOWELL comes out with a letter in which he says the cycling press put the wrong construction on his rather tart challenge for the team to "show the color of their money." Richard makes a very decent apology, and says he has nothing but the kindest feelings towards Mr. Woodside and Mr. Morgan. But, he continues, he wants a *race*. Well, Dick, "be aisy," you'll get one quick enough.

This year will probably develop more lady riders than during any former single season. The reason we assign is, because manufacturers have paid more attention to the production of a mount fitted to a lady's use. The ponderous clumsy wheels we have seen ladies struggling along the road with, was a sight not calculated to inspire the would-be rider with any degree of enthusiasm.

WE do not know whether our readers like "extracts" from "private letters," but we can fill them up *à la Priol* if they hanker after such. We can "extract" the fact that Jones of Podunk cannot eat or sleep on Fridays until his *WORLD* comes to hand. How Peace and Prosperity are assured only to the millions of those who read the *WORLD*. We could "extract" lots of rot just like this, but we prefer to save our space, and give our readers, news.

It was decided by Colonel Stracey, who commanded the marching column to Dover, England, at Easter, to form a corps of cyclists for the occasion, as well as the previously ordered special companies of scouts. This step was resolved upon in consequence of the number of cavalry men available being small; and Colonel Stracey issued a memorandum which asked each of the officers commanding regiments represented in the column to send in the names of not more than one officer and four non-commissioned officers, and men who would be willing to serve in the cycling corps. For employment on general service during the march.

MR. WESTON'S international scheme for the C. T. C. is attracting considerable attention from the general cycling press across the water. Copious extracts from the *BICYCLING WORLD's* full text of Mr. Weston's scheme have been copied. The *Irish Cyclist and Athlete* is the only one that comments. They say: "Such a scheme should work, and, with a capable and energetic division council in Dublin, and good executive councillors in London, the influence of the C. T. C. would rapidly spread in Ireland, and the various abuses would be more easily remedied."

WE dropped around the other day and saw the new Salvo tandem imported by the Overman Wheel Company. They were just out of the crates *minus* saddles, springs, and tires. All these fittings will be of the Overman special style. The

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tires will be compressed as on their Victor wheels, and the saddle and spring be their special pattern. We were much impressed with the appearance of this tandem. It has a grand large front wheel (thirty inches, we should judge), and long wheel base. We will describe same very shortly in our trade columns.

THE C. T. C. Gazette publishes the text of Mr. Weston's international scheme in full, and quotes it as coming from the WORLD ("despite its failings"). It winds up by saying, "Among our vast membership there must be many who take more than a passing interest in this problem, and if, therefore, this feel moved to contribute any suggestions towards its solution, it will afford us much pleasure to pass them on to the gentlemen who have the task in hand."

SHIPTON says, despite our failings, we still possess a considerable liking for fair play. Thank you for nothing, Mr. Shipton. If we possess a liking for fair play we did not take our lesson from you, and as to failings, yes, we have "failings." We are human; but, Mr. Shipton, among our "failings" we "fail" to find on the list one that spells "forgery." We have not yet learned fair play sufficiently well so that we can forge words over a man's sig., and then pass them off as his. Not so way down as that, Mr. Shipton. Ta-ta, Mr. Shipton, till next time.

BUTTONS!! That is the question that now seems to tear the vitals of the Springfield Club. The trivial question as to whether there is to be a tournament or not, next fall, has given place to the more serious and momentous one of buttons. We sigh with relief as we understand the problem was solved without bringing about the disruption of the club.

BOB ENGLISH was not successful in his maiden race as a professional. Robert met J. D. Lumsden at Aberdeen for a purse of £25, distance twenty miles. Time 1.14.6. Lumsden fairly romped away from the Englishman on the last lap, winning handily by about twenty feet.

WE have again scanned the columns of *Cyclist* and of *Bicycling News* for mention of the report of Mr. Wilson, on the Springfield Club affair, but we find nothing. We begin to fear our lowest estimate of Mr. Hillier's sense of honor did not reach quite deep enough. The delectable Lacy devotes half a page to the "American scandal," meaning the L. A. W. trouble, and rolls the sweet morsel in his mouth only as a creature can who revels in the troubles of others, and especially if those others happen to be hated Yankees. An apology is still in order.

THE San Francisco Olympic Club and the San Francisco Bi. Club will hold a joint tournament on Decoration day next. Among the many events on the programme are, one-mile maiden race, two-mile handicap race, quarter-mile

dash, one-mile scratch race, one-mile tricycle race, five-mile scratch race. These events will be open only to members of the League, and entries should be made to Harrison Houseworth, care of San Francisco Bi. Club, 1428 Market Street, San Francisco. One dollar entrance fee to each event.

A NEW safety tricycle is *sur le tapis* in England. It is rear driving, and, from a side view, a casual observer would take it to be nothing more than a Rover type safety bicycle. Instead of one rear wheel, however, it has two, placed but six inches apart. Both rear wheels drive, though in turning a curve only one is on the ground. If this machine is practical, it opens a new field for tricyclers, as it is really a one-tracked machine. The frame is curved, adapting it to ladies' use. It has yet to be tested, however.

MESSRS. WILMOT & LESTER are traveling in England with a sort of combination show called the "Circus of Varieties." They are now acting an engagement in Bristol, England.

A VERY funny story is told by *Bi. News*, of an economical provincial clubman going up to London to live, endeavoring, through the press, to find a Metropolitan Club and that wore the same uniform he brought up from the country, thus saving the expense of a new rig. Now as to the description of the uniform he brought up. Bedford cord breeches, blue velvet jacket, jockey cap of the same material, and a Maltese cross badge. Now, will any club adopt that as a uniform, in order to oblige a "free mason of the wheel?"

WE are advised that "a motion for preliminary injunction entered by the Pope Manufacturing Company, of Boston, against the Gormully and Jeffery Manufacturing Company, before Judge Gresham, of the United States Circuit Court, of the Northern District, of Illinois, on Monday, 4 April, was reviewed, and occupied the entire day. Decision was reserved by the Judge, and rendered Saturday, 9 April, as follows: Motion for injunction denied in both cases without prejudice, with leave for either party to move to consolidate all cases." We made inquiry, but found that up to that time the Pope Manufacturing Company were ignorant of any such decision.

WHILE on this litigatory subject, we desire to say that the Pope Manufacturing Company, state that the suit we reported as being brought against the Pope Manufacturing Company by the Gormully & Jeffery Manufacturing Company, for infringement of certain patents, has not yet been brought. The Pope people say they have no suit pending against them by any one.

WE still further wish to say that these items bearing on the pending suits are brought to us, and we publish same in good faith, as *news*. We do our best personally to verify same, but in case we inadvertently allow anything not strictly

correct to appear in these columns, we hope the parties interested will take steps to correct same at once. We wish to give the news, but we wish to give it correctly on such important issues as these pending suits.

THERE will be a meeting of the Eastern Road Club, at the International Hotel, Boston, to-night (Friday), at half-past seven. Clubs which have already joined, and those desiring to do so should send delegates. There is an undoubted growing interest in this new organization, and there is no reason why its usefulness and scope of its membership should not be increased.

WE are advised by the Pope Manufacturing Co. that they have commenced suit *vs.* S. T. Clark, of Baltimore, for infringement of certain patents. Verily, the smoke of battle thickens, instead of clearing away.

THE racing outlook in England, from an amateur's standpoint, is not of the most cheering. The voluntary and forced withdrawal of such men as Furnivall, Webber, Fenlon, Allard, Hall, Oxborrow, Engleheart and Lee hurts. Speechley will remain, as also will Osmond and Mayes. There may be some dark horses, however, to fill the dear departed's places.

A COUPLE of weeks ago we published a receipt for watery eyes, made of ivy leaves and water. A man from New Haven writes the *Providence Journal* that a grave error was made, in that the *kind* of ivy to be used was not mentioned. He warns the unsophisticated against the poison ivy. We should suppose any such warning, except to a drivelling idiot, entirely unnecessary.

THE supercilious tone of the English press has been amusingly changed since Mr. Stevens has really accomplished the feat of touring round the world with a bike. Mementoes and photographs that had little value when he was in England last, now have an enhanced merit in the eyes of the happy possessor.

MR. BASSETT says that "It is not long since the cry went forth that we were doing too much for racing, and not enough for touring." The feeling in certain quarters has been that the League has a large enough field to attend to touring, and could thus properly let racing be handled by a separate association. The time is not very far distant, when it will be seen there is ample work for separate organizations, "each of its kind."

THE pedals mount in St. Louis was the only one looked on as becoming a cyclist until, lately, two prominent St. Louisians have been practising on a graceful "step mount," the effect of which has been to cause a reaction in favor of the original mount.

Stickertine!!
Stickertine!!!
See page 418.

Mr. Jo. Pennell on the War Path.

WE are indebted to the *Cyclist* for the following extract from an exceedingly interesting interview with Mr. Pennell; who in company with Mr. Norman, went over to France for the *Pall Mall Gazette*, and along the frontier of that country and Germany, picking up points and making sketches of the possible battle ground of these two great countries * * *

"Leaving London on the first of March, the travellers 'trained' straight to Paris, and at once sought an interview with Monsieur Clémenceau, who took them to General Boulanger, to whom, personally, their idea was explained.

"NOT FOR JOE."

"The General's reply was as prompt as it was 'straight'! 'Perfect nonsense,' he said, with the addendum of, 'I cannot prevent you going along the high roads, but let me catch you off the high-ways and in or about the forts, and I will promptly place you both in prison.' Undeterred by this rebuff, and keeping the bicycle idea dark, the two took train to Verdun, where a day was spent in learning to ride the safeties, with the immediate result that an old lady was nearly sent to join the majority. Then they rode to Manheulles, and thence to Etain, and on to Mars le Tour, whence they penetrated into Germany.

"The moment we passed the German frontier," said Mr. Pennell, "a guard sprang up and demanded our business; and this occurred every time we passed into Germany, which we frequently did during the trip. Once, however, we 'scored' off a Teuton sentry. 'shall we stop?' asked the Special Commissioner, as we reached one post. 'How do I know?' replied the soldier—and we didn't; but became so elated by the event that we rode past the Custom house, the *douaniers* never hearing us, owing to the rubber-tired and silent-running machines."

AN ARMY IN METZ.

"Metz is a very small town, but there are 28,000 soldiers in it at present, and here the two cyclists stayed and made excursions in the neighborhood. In one afternoon they visited probably more countries than ever did cyclists before! They rode to Thionville, and thence to Battenburg in Luxemburg, thence to Esch in Belgium, and on to Ausnetz in Germany, and then back over the French frontier to Thionville. On this day, during which the roads were splendid, they saw the only cyclist encountered on the trip, and he was mounted on a 'bone-shaker.' From Metz to Nancy is described as a 'perfect road.'

A TRIP TO THE VOSGES MOUNTAINS.

"From Luneville, these pioneer cyclists for war purposes, ran into the Vosges Mountains to St. Die, and found excellent roads. At Saales, where they left France, the custom-house officer refused to refund them the fifty francs paid for

duty at Calais, until they 'went for' him. He then disgorged, but sent a guard to see that they did not 'sneak' back into France *plus* the fifty francs. This guard seems to have had a 'cold time' of it. First, he essayed to travel standing on the step of Joe Pennell's bicycle, but a hundred yards of such locomotion brought the pair, with the safety atop, into the ditch. "Shank's mare" was then alone the resource of the *douanier*. First he trotted; then he perspired; then he doffed his sword and belt; anon his hat was discarded—and what might ultimately have become of him is doubtful if a hill had not appeared in front, up which all three had to walk, and thus they were brought on equal terms again. From the top of this hill into Strasbourg—sixty kilometers, about forty-five miles—is all a down grade, and despite the existence of snow, ice, and stones, and the experience of several spills caused thereby, it was ridden between 1.30 and 6 P. M. The country on each side was covered with snow, but so well were most of the roads made that they drained themselves. * * *

A RECORD.

"It was a record journey," we suggested. 'Why, certainly,' said Mr. Pennell, 'we can claim to have been the first ever to put the bicycle to a practical use for a survey of the kind. There were no railways most of the way, and horses would have been unreliable and expensive. Moreover, nobody noticed us on bicycles. We passed for two 'mad Englishmen,' and, although I was arrested last year for sketching in France when without a cycle, with the bicycle this time I was allowed to go scathless, although I sketched here, there, and everywhere, and the illustrations will appear in 'Harper's Magazine.' We rode in all about 250 miles. The spills were numerous, but nothing could break the machines. * * *

A CYCLISTS' "ARMY CORPS."

"The Germans," Mr. Pennell stated, 'have a corps of fifty men in Strasbourg, who are daily trained in the use of the safety bicycle, to act as messengers in case of need. Our own equipment spoke volumes for the carrying capacity of safety bicycles, for we carried, in addition to our knapsacks, an ulster strapped on each machine, and a mackintosh. During the rain we rode in ulsters, and the effect was comical in the extreme.'

THE RETURN.

"This was made by train from Strasbourg to Ostend, and the machines were in crates (costing 10s. each for the journey), and arrived in London only three days after us. Anybody wanting to pass through France *via* Paris, can leave their machine in the *concine* there, and ship it again on the train, and so go on through France without paying duty."

USE STICKERTINE!

Eastern Road Club Formed.

REPRESENTATIVES from the Boston, Chelsea, Massachusetts, Somerville, Brookline, Newton, Dorchester, Wakefield, Suffolk and Maverick Clubs met last Friday evening at the International Hotel, this city, to form a road-racing association. Captain Whitney of the Boston Club was voted to the chair, and Mr. Maxwell, of the Somerville Club undertook the duties of secretary. The minutes of the last meeting having been read, it was voted that an association composed of such cycling clubs as might hereafter be determined upon be formed. The committee on by-laws having reported, the proposed rules were taken up *seriatim*. After much discussion it was voted that the association be called the Eastern Road Club and that its objects be the encouragement of road riding among its members. The matter of dues proved a stumbling block in the proceedings, and final action was postponed until the next meeting. W. W. Stall put in a clause tending to keep out trade influence in the club, which was adopted without dissension, but some of the members are fearful that it will bar certain employees of cycle dealers from competing in the clubs races, and are disposed to object. We shall see whether the amateur idea in all its purity, supported by prizes of small value, will satisfy the majority of the delegates. As the main object of the association is the promotion of team road racing and was the primary object of the organization, there are some members who would like to see broader and higher notions actuate its existence. After the adoption of many rules, and the appointment of Messrs. Stall, Collins and Dean, a committee to present a list of candidates for the various offices to be filled, the meeting adjourned to meet to-night, when important matters will be decided upon and a board of officers elected. Nearly all of the above clubs joined the organization, and all clubs which would like to affiliate with the Eastern Road Club should communicate at once with Mr. E. G. Whitney, at the Boston Bicycle Club, 36 St. James Avenue.

OREGON wheelmen are calling loudly to the L. A. W. for help to establish their rights. It seems a bill was offered to the Legislature of that State framed to govern the use of traction engines on the road. As a sort of "rider," a clause was attached, compelling wheelmen to dismount from their machines at least one hundred yards from a passing train, and allow same to pass before mounting again. There is *one* League member in Oregon, and two hundred riders, yet these Oregonians have the assurance to ask substantial aid from an organization to which they have never given the slightest aid.

WE called in at Stoddard & Lovering's, yesterday, and found all hands so busy that they could not talk to a poor newspaper man. They are driven early and late, so said Doane.

How to carry Photographic Kit on a Bicycle.

Editor Bicycling World:—I notice Mr. Sholes wants to know how to carry a camera and dry plates on a bicycle. He also asks if it is possible so to carry them and preserve them from dust? I can answer Mr. Sholes by stating my own experience. I have carried a 4 × 5 outfit both on the head of my bicycle using a Lamson carrier and in a Multum. I never broke but one plate, although I have travelled miles over all sorts of roads and in all sorts of weather. As for dust, there is no necessity to be troubled about that, if the plate holders are tight, and of course they must be, and if any kind of care is taken in packing. My method in using a Lamson carrier is, to have a piece of thick leather about seven inches long, by five wide, turned up at the ends, thus —. The turned up edges to be so that one of them will rest against the head of bicycle. To insure against wear and to take up vibration, I rivited a piece of one-inch rubber on the turned up part, so that it would rest against the head. I then had thick felt cut the exact size of camera; these, I would lay under my camera, and between camera and each plate holder, the whole being enveloped in the focusing cloth. This in turn would be placed on the carrier and firmly strapped. I never broke a plate when I followed out this plan.

CAMBRIDGE.

How to carry a Camera.

Editor Bicycling World:—A correspondent asks in your last issue what the experience of riders has been in carrying a camera on a bicycle. I suppose I have carried my little 4 × 5 apparatus and three double plate holders over 2000 miles and never smashed a plate. I had a sort of a leather case made to fit on to a Lamson carrier and by the use of thick pieces of carpet laid in between camera and plate holders managed to go over all kinds of roads and come out with apparatus intact. I think the time is coming when some ingenious person will get out a carrier especially adapted to carrying outfits on the bicycle. It must be strong and light and easily detachable. [We hope soon to announce the production of just such a thing. Ed.] I find the greatest pleasure in being able to take my camera along and would urge on all wheelmen who love nature and art to take up the art of photographing as an additional incentive to wheeling.

QUARTO.

PHILADELPHIA, PA.

The Cycling Volume of the Badminton Series.

ONE of the most complete and exhaustive books ever published on cycling, has lately been published by Messrs. Longmans, Green & Co., of 37 Paternoster Row, London, E. C. It is a work of some four hundred and sixty pages,

written by Viscount Bury, and Mr. G. L. Hillier. It contains over eighty illustrations by Bury, Joe Pennell and the Hon. H. Keppel. Most of the illustrations are good. The book belongs to the well-known "Badminton Series," treating on all sports and athletics. The book contains a history of cycling up to the present day. The novice is taught how to ride; the racing man, how to train and dress; the tourists of both sexes, how to attire themselves. Machines of various types are noted. Records of path and road are here recorded. The C. T. C. and the N. C. U. have their full share of notice. In fact the book is a chronological history of cycling in England, and is a valuable acquisition to every cyclist's library. It is costly, the price being in the neighborhood of \$4.00 in this country.

WHEEL CLUB DOINGS

NEXT month, the Scranton Bicycle Club will give a minstrel entertainment. One of the features of attraction will be Billy Birch, the veteran, as one of the end men. The local talent they have in Scranton will insure an A 1 performance.

THE East Hartford (Ct.) Wheel Club will open the racing season next month, towards the end probably, by giving a tournament for the pure amateur only. The idea is to encourage new riders, therefore the youth with a shady record, and whose presence suggests the least atmosphere of promateurism, will have a cold time.

THE regular monthly meeting of the Minneapolis Bicycle Club was held at the club rooms 211½ Nicollet avenue, Tuesday evening, and considerable routine business of an unimportant nature was transacted. After finishing the business of the evening, the club went into a pleasure session, which was continued until a late hour. There were some thirty members and invited guests present, and numerous speeches of a humorous character were made. A light lunch was served and cigars passed. The club is in an excellent condition, and in its present shape is a very creditable organization.

THE admission of associate members into the Massachusetts Club is undoubtedly a wise move, but it must have been a bitter pill for some of the older members to swallow. If the M. B. C. keeps on in this way we shall next hear of its having a "cabinet" just like the "wicked" Bostons.

THE Star Wheel Club, of Cleveland, 7 April, elected these officers: President, A. R. Scott; secretary and treasurer, A. Fogleberg; captain, H. E. Chubb; first lieutenant, Walter H. Chubb; second lieutenant, Robt. Ruck.

THE Lawrence Bicycle Club has elected the following officers: President, Dr. C. W. Partridge; vice-president, John Wal-

worth; treasurer, Francis Cogswell; secretary, William L. Reed; captain, Alonzo Tacy; club committee: J. Ed. Aldred, Fred Leighton, and A. H. Robinson.

HENRY W. WILLIAMS leaves the Massachusetts Club with the long-distance record of that road-riding organization. He has reeled off more miles (over 16,000) than we ever expect to, though we hope to ride for many years to come.

THE Pennsylvania Club took in ten new members at the last meeting and there are ten more applications awaiting action of the club.

EMERGENCY LECTURES by Dr. Greene, under the auspices of the Dorchester Club, will be given every Friday evening, until further notice. We do not quite know what this means but we will look it up and report progress, if progress we make.

THE Charlestown Bi. Club has stepped down and out, and the Rover Bicycle Club, moves right into the gap to take its place. The members of the club are, road-riders in every sense of the word, no "Ohne Hast" for them.

AT a meeting of the Omaha Wheel Club, held 5 April, the following officers were elected for 1887: President, C. M. Woodman; vice-president, Dr. G. W. Williams; secretary, F. N. Clarke; treasurer, G. F. Schwarz; captain, F. T. Mittauer; lieutenant, T. F. Blackmore; color bearer, A. C. Jolliffe; buglers, Perry Badollet and H. B. Mulford.

THE Rhode Island Wheelmen are nicely domiciled in their new quarters at 210 Benefit Street, Providence, R. I. There are five apartments in all in the house, three rooms on the ground floor suitable for reading, reception, and billiard rooms. The basement has two good dry rooms that will be used for wheel rooms.

THE officers of the Berkshire County (Mass.) Wheelmen until the next semi-annual election in July, are as follows: E. H. Kennedy, president; J. N. Robbins, vice-president; C. L. Barker, secretary; E. F. Hill, treasurer; C. C. Kennedy, captain; W. H. Sheridan, first lieutenant; C. L. Barker, second lieutenant; Geo. T. Bates, bugler.

AT the annual meeting of the Trojan Wheelmen (Troy, N. Y.), held 7 April, 1887, the following were elected officers for the ensuing year: President, C. E. Betts; vice-president, F. E. Oothout; secretary, Theo. T. Chase; financial secretary, Charles N. Seymour; treasurer, E. Russell Stephens; captain, George S. Contie; first lieutenant, Walter T. Lynd; second lieutenant, Rutger Vandenburg; surgeon, George W. Harder; bugler, C. K. B. Aumock; trustees, Charles E. Wilson and George Loddell.

AT the meeting of the Pentucket Wheel Club of Haverhill, Mass., lately,

it was voted to join the League of American Wheelmen in a body, and several changes were made in the by-laws to meet the new state of affairs. At the next meeting will occur the election of officers. Mr. A. E. Leach is secretary of this club, and will probably receive a reelection.

Official Programme of the L. A. W. Meet in St. Louis.

THE Board of Management have decided on the following outline as a programme for the two days' meet. There will be much that will be "unofficial," but we can assure our readers that it will be none the less pleasant for that reason. Mr. Kennedy-Child has given the Eastern wheelmen a pretty good idea of what the "unofficial" part of the entertainment will consist of, and it hath allurements to us, before which the "official" programme pales to a very pale paleness. Our correspondent, "Brevity" this week tells us that pleasant surprises are in store for the visitors, in the way of addenda, attachment, or *et cetera*, that may be pinned on to the programme given below.

Friday, 20 May, 9 A. M., meeting of the Board of Officers; 11 A. M., meeting of the general membership. Dinner. In the afternoon the steamer Charles P. Chouteau will be chartered, and the visitors given an excursion down the river to Montesano Springs. This will close the first day.

Saturday, 21 May, 10 A. M., national parade of eight hundred wheelmen through principal streets; dinner at Forest Park. Afternoon, runs to various places of interest; 8 P. M., banquet at the Lindell Hotel, to which the Mayor and prominent city officials will be invited.

Besides the stated runs, there will be impromptu excursions awheel during both days.

The business men are showing their interest in a most substantial way by planking down hard cash, and over \$2,500 of the required \$5,000 is now pledged. The St. Louis wheelmen are looking forward to the advent of the serious, sedate, and somewhat aged cyclers of the East as a means of convincing St. Louisians that cycling is endorsed by the middle-aged men of Boston, New York, and Philadelphia as a rational means of enjoyment and increased good health. It is also expected that a goodly number of the fair sex from this section will also be present. The "Lindell" will be headquarters. The official program, which will be a work of art, and will be illustrated by sketches from prominent St. Louis artists, will be out about 1 May. The only fear expressed is that the eastern contingent may be cut down considerably, by the fact that it will be impossible to get reduced rates. We hope, however, there may be a way out of this difficulty.

Rules governing the L. A. W. Championship.

(From the Official Organ.)

THE racing board of the L. A. W. calls attention to the following rules relative to the national championships:

(1.) The following national championships have been established by the board: Half-mile, one-mile, two-mile, three-mile, five-mile, ten-mile and twenty-mile bicycle; and one-mile, two-mile and five-mile tricycle.

(2.) These national championships will be assigned yearly by the board to League clubs, only under such conditions as they may impose. In the location of championships with clubs, the board will require that no prize offered for any event in the meeting where the championship is run shall exceed in value \$50, and they will further require that the entry of any person whose amateur standing is in doubt shall be rejected. That this rule may be observed, the board will claim the right to know the full programme of the meeting and to inspect the list of entries to the championships, with a view to striking out the name of any person whose amateur standing may be in question.

(3.) The national championships are open to league members only, and the trophies in every case shall be medals struck from a die owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

The chairman will receive requests for the allotment of the above championships, and will hold all such till 1 May, when the board will proceed to assign the events. As it is very probable that there will be a radical change in the make up of the board after the May meeting, only such championships as the board desires to be run early in the season will be given out, and it will be left for the new board to assign the fall events.

SCANT advices from Ireland, by cablegram, report Woodside as being quite successful at the Easter tournament at Ball's Bridge track, Dublin. We await particulars with interest.

AN American Star has appeared in the streets of London, and it is causing as much astonishment in that little village as would be the case if the *Bi. News* crowd begged the Springfield Club's pardon.

THE managers of the A. C. U. have received answers from fifty-six clubs, fifty-four of which speak favorably of the union, but respectfully decline to join, as it is not their intention to hold race meetings. We wonder if this accounts for the cold winds that seem to prevail this spring when it is due West?

"COALS to Newcastle" indeed! An English gentleman called in at the Overman Wheel Co.'s store, 182 Columbus

Avenue, and after seeing and trying the new tricycle, was so pleased with it that he ordered one to be sent to him in England.

WE are making the existence of Fowler, of the Pope Manufacturing Company, a burden, in our endeavors to find out about the new tricycle they are getting out. Our perseverance is to be rewarded, however, and we are promised full particulars soon.

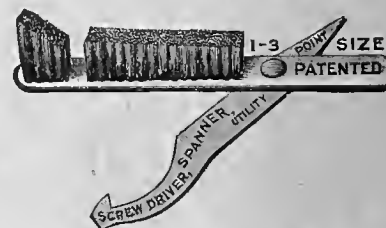
THE TRADE

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The Cycle Brush Tool.

P. H. BENAYS, LITTLE ROCK, ARK. FLORENCE MANUFACTURING COMPANY, FLORENCE, MASS.



A COMPACT and very handy little tool, something that every wheelman should carry in his tool bag. The brush is made of the very best unbleached Okatka bristle is strong and tough, and the form of it makes it easy to reach every part of the wheel. The brush reaches parts and cleans out the dirt where the use of a cloth drives the grit in. The bristles are sufficiently stiff to rub off the dried mud on tire and rim without the use of water. The little metal point will pick out the hardened dirt from parts impossible to reach in any other way. The spanner will be found a godsend to those who use bearings with milled edges as often the threads fit so tight that the fingers alone cannot move the adjustable bearing box. The screwdriver is always needed and the beauty of this one is that unlike a good many so-called "screwdrivers," it is serviceable and strong. We prophesy a good demand for this handy little novelty.

WELL DONE, QUADRANT!

WEATHEROAK HILL, BIRMINGHAM,

CONQUERED ON AN ORDINARY

Roadster ♦ Quadrant ♦ Tricycle,

GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before." — *The Cyclist*, March 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Adlard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber." — *Wheeling*, March 9, 1887."

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times." — *Extract from Mr. Bird's letter to the Quadrant Tricycle Co.*

THESE FACTS PROCLAIM THE QUADRANTS

THE BEST HILL CLIMBERS OF THE AGE.

☞ This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

SAM'L T. CLARK & CO., SOLE U. S. AGTS.

BALTIMORE, MD.

The King of the Clubs.

COVENTRY MACHINE COMPANY, 239 COLUMBUS AVENUE, BOSTON, MASS.



As intimated by the name, the Coventry Machine Company have aimed to have this, their last addition to an already large line of wheels, the King of the Stud. The machine at first sight impresses one as being a "leader" of high degree. The finish of the Coventry's products is always of the highest, and, if anything, special pains has been taken to make this bicycle a thing of beauty. The above cut does not truly represent the handle bars of this bicycle, as the

engraving was made before the Stanley Show, and after the exhibition the form was changed, so that now they present a curvilinear shape of the most pronounced type. The handles fitted will be spade, and the bar which is hollow, is a gradual curve up for about six inches, and then a gradual drop until the handles are brought to the level with the top of the rim. This handle bar is, of course, detachable. The head is of the ordinary Stanley pattern with very long centres. In case the purchaser desires, a ball head, will be fitted at an advance of \$5.00 over the selling price of machine without. The spring is of that style known as the Humber, with a spiral termination in the rear. The saddle can be selected to fit the rider. The rims are the hollow deep section Club. Spokes, true tangent, and the hubs, small, steel and very strong. The tires fitted, are Hancock's non-slipping. The brake is powerful, and very neat in construction. The pedals are, of course, ball, and the pattern is strong and handsome, with metal cut away where its only use is to add weight. Step adjustable. The weight of the 54-inch we examined was just forty-one pounds with saddle and pedals attached, plenty light enough for our rough and ready roads. The King of the Clubs is one of the latest arrivals, but its advent has already created a demand which we hope and believe will test the capacity of the Coventry people to meet. We give below the epitomized

SPECIFICATION.

Improved spring; hollow front and split back forks; round backbone; Stanley head; improved long centres and deep neck; adjustable single ball bearings to both wheels; 3-4 inch and 5-8 inch tires; 3-4 inch hollow felloe to front wheel; new patent direct tangent spokes; front wheel grip lever brake; detachable cranks; 26-inch patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; suspension saddle; rubber or rat-trap ball pedals; plated spanner and oil can.

In William Read & Sons' window is a 61-inch New Mail, which attracts much attention. Truly, a big advertisement! They are working nights at the factory to meet the demand for this new wheel. It is taking finely on all sides.

W. B. EVERETT & Co. state that last Tuesday was the heaviest one day's shipment ever made by them since they have been in the business. Fast as the shipments from the other side reach here, it is none too fast for them, so they can fill their orders satisfactorily.

LAST Wednesday evening, we rode the new Victor tricycle out to Brighton and back. This was our first chance to give the machine a trial, and we were delighted with the way the jigger ran. That particularly abhorrent bugbear (to me), vibration, was completely annihilated. Our maiden trip on the machine was not made in the conventional attire, but in long trousers, heavy winter top coat, and derby hat. Yet our journey, thanks to the easy running of the trike, was accomplished with the greatest comfort and ease.

WE hear that the British Postal authorities will resort to four-in-hand coaches for the parcels post within fifty miles of London, as being more economical than railroads. If this plan is carried out, there need be little fear that the roads around the metropolis will be kept in good condition. The triumph of horse flesh over steam is welcome news to wheelmen.

GET STICKERTINE.

See page 418.

THE ROYAL SALVO TANDEM.

(Known in England as the Psycho.)

A LARGE INVOICE OF THESE SPLENDID MACHINES JUST
RECEIVED AND OPENED BY US.

WATCH THIS SPACE NEXT WEEK for CUT  PARTICULARS.

Watch the WORLD of Next Week for Description and Cuts in the Trade Articles.

OVERMAN WHEEL CO., 182-188 COLUMBUS AVENUE,
BOSTON, MASS.

SINGER CYCLES.

1887 APOLLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE

OTTO PATENT

Corrugated

WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the Bicycling World
says of it:

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2d, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus ~~~~~ It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the length of the bottom of

the U felloe, in order to get the tier into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly embedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.
A Superb Hill Climber.
Otto Tire.

A Fine Lot

—OF—

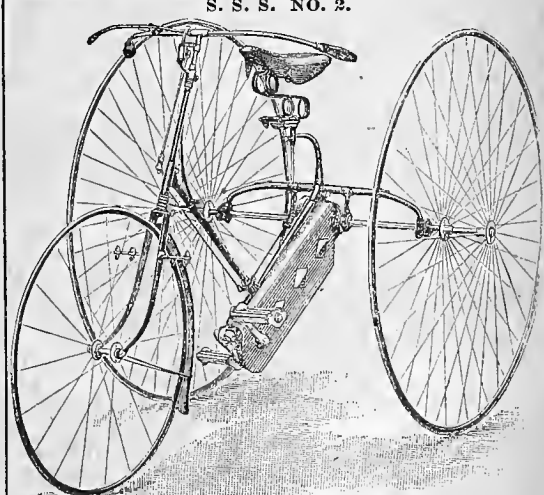
SECOND HANDS

—AT—

VERY LOW
PRICES,

Bicycles,
Tricycles,
—AND—
Safeties.

S. S. S. NO. 2.



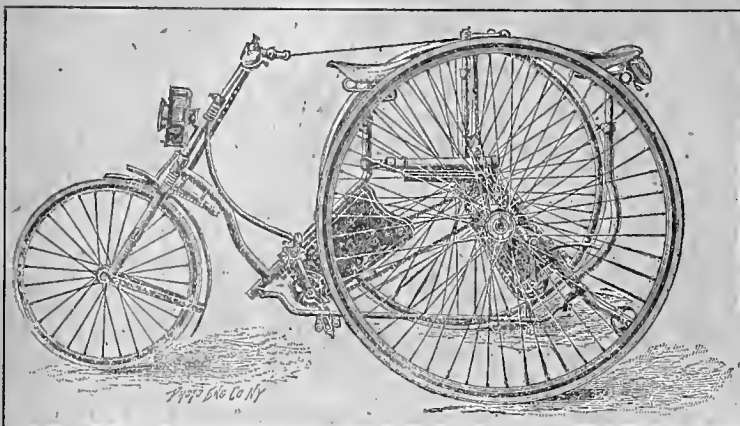
For Ladies and Light Weight Gents. Light and well made. Four Bearing Axes. Otto Tire.

W. B. EVERETT & CO., Sole U.S. Agents - - 6 and 8 Berkeley Street, Boston.

CUNARD BICYCLES. TRICYCLES. TANDEM. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO., Sole Importers, 75 CLINTON AVENUE, NEWARK, N. J.

SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

Catalogues Free on Application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

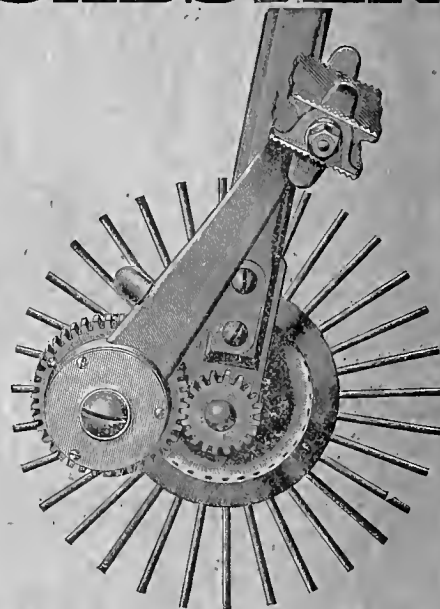
(YOST & McCUNE PATENT)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.

Do not fail to examine before purchasing.



PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington Street, cor. Cornhill and Brattle Streets, or, SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593 Fitchburg, Mass.

FOR SALE.—One 52-inch Victor, '85 pattern, in excellent condition, tyres have no cuts, fitted with Butcher cyclometer. Price, \$95. Address, O. H. ALLERTON, JR., 252 Shady avenue, E. E., Pittsburgh, Penn.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, Ohio.

A NEW RUDGE.—I will sell my new 53-inch Rudge bicycle, cheap, if bought at once. Curved bar, spade handles, Kirkpatrick saddle, Columbia double-grip pedals, adjustable step, put together especially for me. Condition perfect. I believe no better or easier running machine was ever made. Has been ridden but a few miles. Reason for selling, I shall not ride this season. HENRY W. WILLIAMS, 258 Washington street, Boston, or care Massachusetts Bicycle Club, 152 Newbury street.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-inch, or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGE AGENCY, No. 152 Congress street, Boston, Mass.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 506, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 44-inch New Special Facile bicycle, latest pattern, cost \$135, price now \$100. Also a 44-inch Special Facile, used very little, cost \$135, price now, \$90. A. W. GUMP, Dayton, Ohio.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

NOW
IS THE TIME TO USE
RUDGE
LIQUID ENAMEL!

For touching up or entirely re-enamelling
BICYCLES and TRICYCLES.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

BICYCLE FOR SALE.—A 48-inch Columbia Special, has not been used a dozen times; cost \$100, price \$60. Apply in person or by letter, to 185 Marlboro' street, Boston.

FOR SALE.—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information, without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the World for one year, \$1.25.

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100 SUDBURY STREET,

Is the place to have your repairs done, as he keeps a large stock of parts on hand. Prices low. Discount to dealers. Second-hand machines bought and sold. Headquarters for the AMERICAN CYCLES. Catalogue free.

BIKE DRY POLISHER. The plated parts of any machine kept polished like new, with little time or trouble. Satisfaction guaranteed.

Price, \$1, by mail.

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ALSO BICYCLE CLUB PINS OF EVERY DESCRIPTION. DESIGNS ON APPLICATION.

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ECLIPSE LAMP, NICKELLED	\$4 50
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Send for circular. Special discounts to agents. I want an agent in every city and town in the United States. WRITE NOW.

W. C. BOAK,
IMPORTER OF BICYCLE SUNDRIES,
LE ROY, NEW YORK.

A few Second-hand Wheels for Sale Cheap. Write for Prices.

Bicycles and Tricycles 1886.

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PRICE 50 CTS.

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THE
WHEELMAN'S GAZETTE,
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Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation.** It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

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Special Terms to the Trade.

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GREATEST DISTANCE EVER MADE INSIDE THE HOUR,
22 MILES, 150 YARDS, BY ROWE, AT SPRING-
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ACROSS THE CONTINENT, - - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,
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		MILES.	TIME.			MILES.	TIME.
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WORLD'S RECORD,	- -	1-2	.12 5-5	WORLD'S RECORD,	- -	13	35.18 2-5
WORLD'S RECORD,	- -	3-4	1.50 1-5	WORLD'S RECORD,	- -	14	38.01 2-5
WORLD'S RECORD,	- -	1	2.29 4-5	WORLD'S RECORD,	- -	15	40.41 2-5
WORLD'S RECORD,	- -	2	5.11	WORLD'S RECORD,	- -	16	43.26 4-5
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WORLD'S RECORD,	- -	4	10.41 2-5	WORLD'S RECORD,	- -	18	48.58
WORLD'S RECORD,	- -	5	13.23 4-5	WORLD'S RECORD,	- -	19	51.40 1-5
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WORLD'S RECORD,	- -	7	18.59	WORLD'S RECORD,	- -	21	57.07 3-5
WORLD'S RECORD,	- -	8	21.41 2-5	WORLD'S RECORD,	- -	22	59.46
WORLD'S RECORD,	- -	9	24.26 4-5	WORLD'S RECORD,	- -	23	1.08.22 3-5
WORLD'S RECORD,	- -	10	27.07 1-5	WORLD'S RECORD,	- -	24	1.11.28 4-5
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DEVOTED TO THE INTERESTS OF CYCLING.

Published Weekly. 179 Tremont Street, Boston, Mass.

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5 cents a copy.

BOSTON, 22 APRIL, 1887.

Volume XIV.
Number 25.

"'Tis a simple tale, and told right on
without eloquence, and altogether lacking
in show of speech, but full, withal, of
things touching upon facts."

WE WANT

To mail you our new Illustrated Catalog. Please send your address.

It will give you the whole story of Cycles we make, and help you to find what

YOU NEED!

If you ride, you will do well to ride the best wheel you can find, and we want to ask but one favor in the matter, that you will **SEE THE VICTOR**, before you buy.

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THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO., OF SMITHVILLE, N. J.

The only practical safety in the market combining Safety, Speed and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to
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BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP, Dayton, Ohio,

LARGEST STOCK OF SECOND-HAND BICYCLES IN AMERICA.

BICYCLES REPAIRED and NICKEL PLATED.

A. W. GUMP, Dayton, Ohio.

For Large Illustrated Price List of New and Second-Hand Machines. Second-Hand Bicycles taken in exchange, and bought for Cash.

Second-Hand Guns taken in Exchange for Bicycles.

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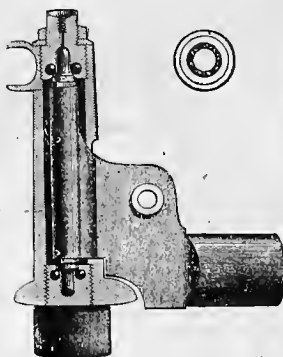
Wheelmen's Reference Book. Ducker, Goodman & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the *World* for one year, \$1.25. This is value with a vengeance.

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LATEST AMERICAN HIGH GRADE WHEEL.

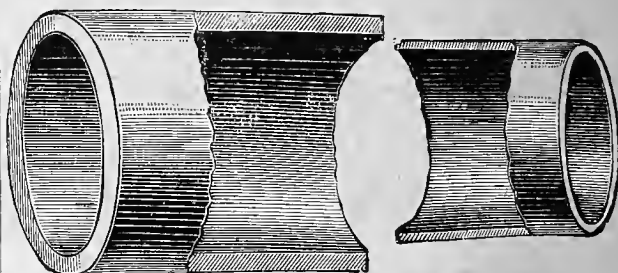


At least, before purchase, see or send stamp for Large Illustrated Catalogue of this
SUPERB WHEEL!!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest modern improvement! See testimonials in our catalogue.



Sectional views of neck and back fork end of

WARWICK'S NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



Warwick's New Rim.

No Seam outside. Thickened Metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL BOYS' BICYCLE.

MANUFACTURERS,

WM. READ & SONS, 107 WASHINGTON STREET, BOSTON.

N IMPORTANT ANNOUNCEMENT!

We beg to inform the readers of this paper, and the interested Cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge will be carried out by us, and, as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of \$5.00 will also remain the same.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.

A few more copies of "Cycledom" left.

Send us 50cts. for one copy before they are all gone. **BICYCLING WORLD CO.**

H. D. HEDGER & CO.,

BICYCLE MANUFACTURERS,

REPAIRERS,

NICKEL PLATERS

AND

PAINTERS,

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SPADE HANDLES?

Handsomest, Strongest, and Best Handles in the Market,

ONLY \$2.50.

We have them to fit any Cycle made.

C. W. SPINNEY - - Fitchburg, Mass.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions pertaining to cycling and photography by an expert in those branches. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, room 47 St. Cloud Building, Washington, D. C.

IT WILL CERTAINLY

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HOWARD A. SMITH & CO.,

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— For anything in —

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THAT YOU MAY WANT.

See their new Catalogue

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32 FRONT STREET,

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MANUFACTURERS OF AND DEALERS IN

Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

Repairs a Specialty.

LOCAL AGENTS FOR

ROYAL MAIL, KANGAROO, AMERICAN STAR.

WE MAKE A SPECIALTY

IN

SECOND-HAND ~~BI~~ CYCLES,

AND TAKE THEM IN

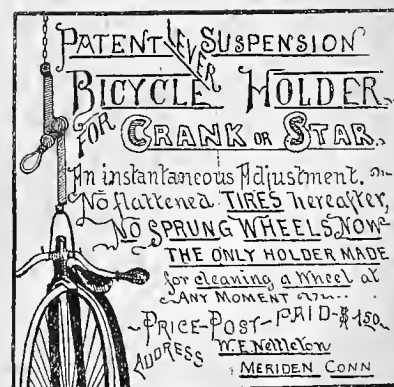
EXCHANGE

For new "New Rapids," Quadrants, Sparkbrooks, Victors, Stars, New Mails, Faciles, Rovers, Humbers, or any other machines. Sole agents for New York, for the New Rapids, Quadrants, and Sparkbrook. Send for circular and list of second-hand cycles and sundries.

NEW YORK BICYCLE CO.,

38 PARK PLACE.

HARLEM BRANCH, 124th St., and 7th Ave.



THE BOSTON CLUB BENT & BUSH, BICYCLE CAP.

Official Makers to the Club,

No. 387 WASHINGTON STREET, BOSTON.



AND IN NAVY BLUE, BOTTLE GREEN,
AND SEAL BROWN; ALSO IN BLACK
IN COTTON. EXTRA LONG LEGS: MAY
BE CUT SHORTER AS DESIRED AND
STILL HAVE FINISHED TOP.

SEND FOR PRICE LIST.

Only mailed to any address
SHAW STOCKING CO.,
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PLEASE MENTION THIS PAPER.

BIKE DRY POLISHER.
The plated parts of any
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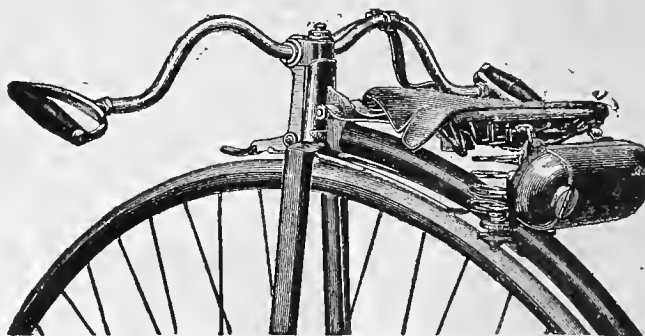
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C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 22 APRIL, 1887.

WITH our first issue of Vol. XV., 6 May, we shall resume our Photographic Column. We have made arrangements with one of the most practical amateurs in the city, to take charge and edit same. Last summer this proved a very acceptable department; this year we shall aim to make it more so, and also more regular.

EVERY public-spirited League member will appreciate the effort of the *American Wheelman* to fill the depleted treasury of the L. A. W., by a popular

subscription, but we must say, Mr. Bassett has shown decided good judgment, and taste in not accepting the proffered aid. We think Mr. Ladish's well-meant offer would do more harm than good. The League is not yet a mendicant, and to appear as such before the members, would be an incalculable mistake. If the dues are too low, then let them be raised to \$1.25, or even \$1.50 in the proper way, but we hardly think it good judgment for a third party to step in and call for aid, though the intentions are of the kindest. Mr. Bassett has, no doubt, taken the correct stand in the matter.

MR. WESTON'S loyalty to his friends is so well known that his protest, which appears in another column, caused us no surprise. We insert it in the same spirit of "fair play" that governed our remarks on Mr. Shipton himself, and we feel sure that Mr. Weston's pen would be equally ready on our own behalf, did occasion demand it. But we disclaim having violated any precept or practice of "courteous journalism" in any way whatever. It is our province to deal in facts, and to present them to our readers, and in this case our facts (and we are sorry for it), are beyond dispute. As to the "epithet." Webster and Worcester combine in defining "forgery" as "altering a writing," "making a thing in imitation of another thing with a view to deceive." We should be only too glad if this definition did not so fatally fit the case.

WE are pleased to note, on the authority, and through the courtesy of B. B. Ayers, the chairman of the Transportation Committee, that the railroads have decided to make special rates to League members going from this section to St. Louis next month. The excursion rate will be about one and one third fare from Boston to St. Louis, and return; this would be about \$35.

WHO are to be the Executive Committee for 1887-88? Well, let us see. There seems to be a unanimity of opinion that Mr. Kirkpatrick of Ohio will head the list, and sign himself *Præx* for the coming twelve months. As the other names prominently before the League are those of new men, it is proper that one of the old board should be retained, so that the new ideas may be leavened with those of the past committee. Therefore, it seems

to us that T. J. Kirkpatrick, of Ohio, is a proper man to elect as president.

THE *Bulletin* and the Secretary-Editor's office are now located in Boston; therefore, it is very important that some member of the executive should also be located here. He should be a man of sound sense and judgment, a worker and an enthusiast on matters pertaining to the League. In Herbert W. Hayes, of Cambridge, we find such a man, and we tack on to his name "Vice-President," for the year 1887-8.

THERE remains now one vacancy on the Board, and as we cast our eye all over the country, it roams north, south, east, and west, in search of one who must be a thorough business man with an absolute knowledge of the needs of the League, a man of method, and a man of push. Such a man we see in Mr. George R. Bidwell, of New York, and therefore we name him as the third member of the Executive Committee.

THE members of the Northampton Wheel Club are in a state of rabid indignation over the local ordinance prohibiting cycling on the city's sidewalks. They are determined to make a test case of it, in which we think they are extremely foolish. Any decision is certain to be against them, and ought to be. Sidewalks are obviously intended for pedestrians only, and there is no reason why wheelmen should be allowed to encroach on their rights. The wheelmen of Northampton should devote their energies to improve the roads, and not to kicking against a perfectly just law. Them's our sentiments.

THE *Spectator* says that the rumor of war in the ranks of the Meet committees is a base fabrication, made out of whole cloth. We are glad to hear it. We don't want them to get into a row, because whatever St. Louisians do, they do well and with all their might, and a row would be no exception to the rule. We are glad harmony exists, notwithstanding the reports to the contrary come from as good authority as the *Spectator* is.

THERE is a rattling good chance that the "trophy" of the E. R. C. will become the property of one of our local clubs after the fall race is run. You know it has only to be won *twice* in succession to become absolutely the property of the lucky club.

St. Louis.

THERE is a silly story being circulated about Cola Stone having been seen in the spirit on the Manchester Pike at night, riding his old wheel.

OUR citizens are getting up a monster petition to the city government, calling for free sprinkling. Exit vile dust, enter viler mud.

EDWARD SALES and his little camera are playing an important part in furnishing the League programme with sketches of local cyclists' haunts.

THE Montesano Hotel has been burned, thus quashing the proposed banquet there during the Meet. It will now be spread on board the Chouteau.

ST. LOUIS seems to be a good field for subscription fiends nowadays. The Meet Finance Committee anticipate no trouble, and on Thursday over \$75,000 was subscribed in twelve hours for the G. A. R. reunion next fall.

PERCY STONE has commenced training for the road race in his own lazy way. He uses featherweight dumb-bells, diets carefully, and rides seldom. He will get there just the same.

IF weather—chilly to day—permits, our boys will roll over the big bridge tomorrow, and away to Belleville—a road remarkable hereabouts because there is only one hill, but it is a bluff.

LATEST advices from Clarksville say that a citizens' committee of five will complete arrangements for a H. O. T., free for all, commencing immediately after the close of the road race, about three o'clock, P. M. Churches will be turned into restaurants and placed in charge of pretty Pike County maidens, and it is expected that over a thousand residents of the county will join the cyclers in their frolics. The country up along the Mississippi is wild about the event. Ladish tells me that Jack Prince has entered himself and an unknown, and that Abbot Bassett favors the mixing of classes in the race, to demonstrate the harmlessness of the practice.

BREVITY.

Chicago Letter from Verax.

WELL, my dear Mr. Editor, I suppose you will expect something rich from me, now that I have had such a long rest, but I am constrained to say that rich things in the way of news have not yet begun to bloom profusely, even though the weather and roads we have recently been favored with be beyond compare. Still, one is occasionally able to discover a meaty item; and what there is, I shall, as formerly, try and give you the benefit of.

A MOST gratifying piece of information is the announcement of the Chicago and Northwestern, to the effect that hereafter their baggage cars will be open to bicycles at no charge for transportation, and we who are fond of country riding are very happy over it. But we have labored hard for it, I can tell you. The trouble has always been with the horribly dyspeptic Assistant General Manager, who is so fat that he never gets a sight of his own feet, and as I have before remarked, cannot ride a bicycle any more than he can climb a pair of stairs; and he succumbs, not because his prejudice is eradicated, but because the passenger department of the corporation feels the effect of our influence in steering through travel over the Milwaukee and St. Paul. We shall continue to do so, however, being under no obligation whatever to the C. and N. W.

AN amusing yarn comes from St. Louis. It seems that a rather unpopular member of a club there had made himself somewhat disagreeable to a few of his clubmates, who were looking for an opportunity to invite him to send in his resignation. It happened one night, after most of the boys were between the sheets, that this gentleman awakened to the fact that he had gotten outside of too much liquid nourishment, and straightway hied himself to the club-house for a bath. A very sensible conclusion, no doubt, but he somehow or other forgot to turn the faucet off before he yielded to the seductive charms of Morpheus, and he stood a fair chance of waking in a foreign country. Fortunately, or unfortunately, the janitor thought something unusual was occurring, and going into the bathroom, turned off the faucet before any harm was done. The element before referred to heard of it the next day, and at the next meeting of the club the *janitor was discharged!* Funny chaps, those St. Louisians.

You will pardon me, I hope, for referring again to that old-time chestnut, the proposed Chicago clubhouse, which I believe the coming year will assume material shape. Of course, it will not be built by the Chicago Bicycle club, one couldn't expect it, you know, as real estate men and contractors who live in this city take little stock in legendary history which is not backed by energy and capital. It is about settled, however, that Mr. Gormully, Mr. Ellis, and the larger portion of the present active membership who have graduated from roundabouts at no recent date, will form another association at once, become incorporated, and proceed to take the proper course to erect a clubhouse on Dearborn avenue, in one of the most convenient as well as fashionable spots on the north side. The lot at present under consideration is forty by two hundred, and is valued at about \$300 per front foot. The scheme as now talked is very similar to the one so successfully carried out by the New York

Athletic Club. Mr. Gormully says it will be a go, and those who know him are inclined to take his word for it. A special meeting of the Chicago Club is called for Tuesday evening. The object of the call is to determine whether or not it is best to disband. At the regular monthly meeting, last Tuesday evening, there were not a baker's dozen present.

VERAX.

In and Around Newark.

THE new club house of the Union County Wheelmen is nearly finished, and will be an ornament to the town as well as an excellent place to pass a pleasant evening. The Westfield boys are noted for their hospitality, and any travelling wheelmen may be sure of a warm reception if they call at the headquarters.

I AM sorry to hear, from one of their members, that the above club is not likely to have a team in the Decoration Day road race. I sincerely hope to see their team start, as I am confident that it will be beneficial to the club, even if they do not get a place, to find out just what material they have.

JOHN CURRAN, of the Hudson County Wheelmen, is classed as "a Star Scorcher from Hardscrabble," and always manages to keep the dust in the boy's eyes when out on a run.

THREE members of the Camden Wheelmen—Messrs. Miller, Crossley, and Elverson—are arranging for a trip a-wheel to Boston, in June.

REBER, SAICH & COMPANY will turn out their first King bicycle this week. It will weigh twenty-eight pounds, and will be Kluge's mount in the Clarksville road-race. The King racer will weigh twenty-two pounds—a very light weight for a lever machine.

FOUR medals have been offered by the Somerville Bicycle Club, one for a one-mile race, one for a race from Somerville to North Branch, one for the first man covering five hundred miles, and the fourth for the one covering the highest number of miles for the season of 1887.

A BICYCLE track is to be added to the many attractions of Vineland, and tournaments will be held during the season.

KLUGE expects to start for Clarksville by 1 May. He will go into active training as soon as he reaches there, and firmly intends to win the race if he can.

J. C. WILLEVER, of the New Jersey Wheelmen, took a wheel jaunt in and about Lyons Farms a few days ago, and says that, while the roads are nothing to

brag of, being soft, loose sand, the side-paths are first-class, and but few dismounts are necessary.

WORKMEN have been started at putting the Roseville track in condition. The work is to be pushed through, and it is expected that the track will be ready for use in two weeks at most.

WHILE Messrs. Kluge and Reber were taking a "constitutional" on a tandem up Central Avenue, 10 April, one of K. K.'s favorite animals a "Road Hog" took a decided notion to run them down, and actually followed them for some distance with the expressed intention of, as he said "smashing them up." Kluge stood the annoyance as long as he could, and then hailed a policeman who promptly drove his man to the station house. The "hog" was to have had his hearing last Thursday but failed to appear. Kluge says his own interest in the affair amounts to nothing, but he intends to push this for a test case, and settle once for all whether or not cyclists are to be given any rights on our roads.

"QUILLY" RICH captured the one-mile bicycle race in 3m. 18s, and the three-mile in 10m. 11s., at the games of the Seventh Regiment, N. G., N. Y., 9 April. Eugene Valentine of the Kings County Wheelmen was second in both events.

IN a conversation with Chester R. Hoag, the five-mile champion of N. J., this morning, he informed me, much to my surprise, that he would positively do no track work this season, as his business demands all his attention. He may probably do some road riding, but *with track racing he is done for good*. This will be a sweet morsel of news for some of our Jerseymen, as Hoag could undoubtedly "go in" with the best of them.

THE pretty little clubhouse of the Elizabeth Wheelmen is being hurried along, and will be ready for occupancy by 10 May, barring accidents. The chances are that the boys will open up with a grand house warming.

RATCHET.

NEWARK, N. J., 19 April.

APPRECIATING the fact that the call for tandems will this season be large, the Coventry Machinist Company have several large invoices *en route*. There is no doubt that this machine will sell on sight. It has been thoroughly tested in England by some of the best known riders, and thus one and all have put their stamp of approval on same.

HELLO, boys! how are you going to run away from this team? "Gormully & Jeffrey are announced as intending to enter five men in the St. Louis road race. They are Whitaker, Prince, Bullock, Eck, and Hardwick."

From Erin.

SINCE my last Irish letter I have had an excellent opportunity of seeing a little of Irish cycling character and cycling generally. The acknowledged leader in the sport in the Green Isle is undoubtedly R. J. Macredy, editor of the *Irish Cyclist and Athlete* of this city (or, as "Faed" Wilson calls him,

"DUBLIN DICK,"

as R stands for Richard). Not only a clever writer is Macredy, but your readers know him as the winner of the twenty-five mile tricycle championship of England over that splendid rider, Gatehouse, last year. The Dublin editor also has been the champion of Shamrock-land at both bicycle and tricycle for the past three years until last year, when he gave up the bicycle and announced his intention of triking it for the remainder of his racing life. If many of the WORLD'S readers know Norton H. Van Sicklen, of Chicago (and I expect they do), they can form a pretty good idea what the Irish crack is like, for I never saw

TWO MEN MORE ALIKE

than Macredy and the Chicago road and track scorchers. Mr. Macredy trains somewhat on the same plan as "our Van," rarely taking much solid work on the track, never farther than two miles, more often two laps than otherwise. Like Van Sicklen, he wears glasses, and, I should think, weighs within a pound of Van Sicklen's weight. He has a rare burst of speed, and he makes his "Quadrant" hum along.

Besides Macredy, there are several promising men among the Dubliners, and a six-foot-two man of fine proportions by the un-Irish name of Lewis takes my fancy immensely. He rides a 60-inch Singer racer, and should, with luck, become "champion of Ireland." A tall, slim young fellow, a bicycle mechanic by trade, named Robinson, somewhat resembling Asa Dolph, of Ohio, can pedal his "Premier" 56' racer to the tune of 2.42 or better. A stocky young man,

A LA H. D. COREY

with remarkable spurting powers, pedals a 19½ pound 53-Rudge about as lively as the most of riders. It is astonishing to an American to meet such a number of both sexes on almost every known make of bicycle and tricycle. In the course of a walk from the Ball's Bridge track (where the team trains) the other evening to my "diggings," about three quarters of a mile, I counted upwards of fifty bicycles and tricycles, propelled by healthy looking Irish men and women. A large number of the latter were of a decidedly tender age, and appeared to be perfectly at home on the three wheeler. The following well-known makes seem to be equally used here: Singers, Ridges "Premiers," "New Rapids," Humbers, with the "Premiers" in a majority, if any, and other makes scattering. A

SINGER FOUR-IN-HAND

and a large number of tandems are used, besides carriers of different makes.

The "Cripper" style of tricycle is all the rage here—so is the rear-driving safety in hot demand,—and Hillman, Herbert, and Cooper told me, in Coventry last week, that the Irish market kept them behind in orders, so persistent was the demand for their Ripper style of tricycle and rear-driving safety. I very much like the tricycle, but I cannot say I love the Safety, the steering seems so erratic to one who always straddled the ordinary.

The roads and scenery around Dublin are indeed great inducements to beginners on the wheel, and it seems to me that the "birthrate" in cycling in this section is ahead of any city in the world.

Mounted on two jaunting cars, "the team," yesterday (Sunday), took advantage of an invitation by some leading Dublin cyclists, and the famous Phoenix Park was visited. On the journey to the park we passed the great Richmond Prison, over whose massive walls and gates I noticed the following inscription in black letters two feet high:

"CEASE TO DO EVIL,

and learn to do well." I'm not much acquainted with the ways of prisons, but the above piece of gratuitous advice tickled my fancy, hence, the mention. We also passed the famous Kilmanham Prison, where State prisoners are confined, and where "Irish patriots" are lodged when unruly. Two noble priests were cast inside the gloomy walls last week, for refusing to divulge confessional secrets.

The drive through the park was enlivened by one of the party—

A PHOTOGRAPHIC FIEND,

who made us all dismount in a portion called the "Furry Glen" a romantic looking place, and he soon had the party and the jaunting cars transferred to glass. We passed numerous cyclists in our journey through the splendid drives, and saw the place where Woodside carried off the ten and fifty-mile Irish championships: Truly, a tough time a man must have had on a wet, dark night, over the winding roads, with steep declivities on either side in many places. The exact spot where Lord Cavendish and Under-Secretary Burke was stabbed to death by assassins, was pointed out to us, and after a stroll through the Zoo, we returned home satisfied with our trip.

The great tournament of the Irish Cycling Association commences Saturday, 9th, and finishes on Monday, 11th, as you no doubt know by this time, the American team will participate, and as sanction from the I. C. A. has been obtained, Professionals will meet Amateurs in a race, for the second time in cycling history. Thus speeds the march of enlightenment and progress.

Sincerely yours,
"SENATOR."

DUBLIN, April 4.

CURRENTS CALAMO

Meditation.

Written for the BICYCLING WORLD.

A CYCLIST sat by the roadside fence,
Sighing whither, ah whither, oh whither?
Is a passable path ever going to commence —
Yes, whither, ah whither, oh whither?
Here I've labored and pushed till I'm dusty and sad,
And never a rest or a stop have I had;
Still this 'ere road is so horribly bad,
I could lay down and perish and wither.

The country it looks like a barren desert,
This desert-filled, barren old country.
I'm a man who's minus both stockings and shirt,
This cold, bleak, and barren old country;
I've tramped all the way from Bingen to Bot,
With the sun a scorching so terrible hot,
And never a rod of good wheeling I've got,
In this craven, confounded old country.

After scrambling and panting way up that big hill —
Such scrambling and panting and scrambling!
Only sad desolation awarded my skill, —
My scrambling, and panting, and scrambling.
For when at the top, 'noid grunting and groans,
I found the road covered with big cobblestones,
Then vowed by a mountain of "Nick's" saintly bones,
No more to go rambling, go rambling.

My wheel is enamelled an inch with this "sile" —
This mud-dabbled stony old highway;
While my breeches are nearly quite "done up in ile," —
With trying to ride on this highway.

My "bearings" are lost, wherever I look,
The same lonesome landscape looms up like a spook,
And nothing is heard but the bull frog's sad croak,
As I plod 'long this boggy lone highway.

I was startled way back with a consumptive-like bark —
A squeaky, disjointed, low howling,
Of a dog which had surely come out of the ark,
And ever since kept up his growling.

He looked at me once, then he laid down and sighed,
Such a sight he had evidently never espied,
And it injured his dogship's ancestral pride,
For such specimens wild to be prowling.

I know that I'm in a sorrowful plight,
Heavy laden with dirt and with sorrow,
With nothing to eat, and no one in sight,
But my cycle, too, weighed down with sorrow.

Oh what will become of me and my bi.
In vain for a supper and bed do I sigh,
But nothing, not even a small piece of pie,
Will cheer up my soul till the morrow.

Alone in the desolate desert I'm stuck —
And here I keep sticking and sticking,
With a wee stock of patience, and much less of pluck —
I'm bullying the market on sticking.

My financial condition's a sorrowful plight.
In fact, all has vanished in meteor-like flight.
And busted I am, up higher'n a kite,
While my stomach is empty and kicking.

Oh, the beauties of cycling are surely untold,
There's lots to be written, be written,
A tale to harrow thy soul I'd unfold,
On the beauties that yet are unwritten.

With this wonderful pastime there really is naught
That can safely compare with this heroic sport;
Oh, give me a bicycle, rugged and taut,
With its form most truly I'm smitten.

G. W. N., JR.

HERKIMER, 18 April.

ARE you fond of climate?

THEN, come to Beantown.

JUST look at this for a record:

APRIL 2 and 3, heaviest snowstorm of the season, — 18 inches deep.

10 APRIL, 85° in the shade, and hotter than that in some localities round town.

18 APRIL, snowing hard, and blowing guns from the northeast, with every prospect of sleighing.

WE back this "record" against the world outside New England.

AT Aston Lower Grounds bicycle track, near Birmingham, England, they are using an elephant as the motive power to drag the immense roller.

THE Springfield *Republican* seconds our motion, asking for a statement of the policy of the L. A. W., on racing affairs. Now then, gentlemen, are you ready for the question?

Bi. News cartoon suggests several novel ways of storing cycles during the non-cycling season, one of which is to hang your wheel on the wall. It looks quite plausible on paper, but we don't think we will try it. Moore's deft pencil makes anything look well on paper.

AN English exchange goes into conipition fits over the "free hints" in the American press, to the effect that Col. Pope has Mr. Bassett and the League *Bulletin* under his thumb. Don't be alarmed, "freely hinting" does not make facts, and we can assure our esteemed contemporary that the *Bulletin* is still an independent force, and Mr. Bassett several removes from the genial colonel's thumb, and the pressure thereof.

THE *Globe* man calls Eagan the "pun-work-over correspondent" of the *Bulletin*. 'Ow 'll he take that, we wonder? We don't indulge in puns often, but when we do we aim to make them as bad as possible, and think we succeed.

EUGENE M. AARON's resignation appears in last week's *Bulletin*, so we see the *finale* to this chapter of hubbub. What great changes have been wrought in League affairs since 1887 was born.

OF course it had to be a success, if, as reported, Prof. Marwig, who had charge of the Kirmess lately held in Boston, is a cyclist; it could not be otherwise when a cycle man takes hold.

"THE latest item of news furnished by the 'most truthful' member of the Boston club, is to the effect that Lacy Hillier has been engaged by a leading American cycle manufacturer to come to America this spring and win road races on his particular make of machines." — *Globe*. Charlie, my boy, "Truthful James" was guying you. Beware of him, he is fooling thee. Imagine Lacy on an American machine. Why, my lad, it would n't hold him.

GOVERNOR AMES is to be tendered a reception in Westfield, Mass., in which the Westfield wheelmen are to take a very prominent part. We hope the dis-

tinguished gentleman will be more happy in his remarks to the wheelmen than he was when we had the honor of hearing him address *Le Trappeur* Club, of Montreal, last winter.

IT's all settled now, for has not Daisie said that "the tendency of the female mind is unquestionably toward the tandem." As for "Papa" Weston, he is red-hot for a six-in-hand, which is a tandem, if ever there was one. We really do believe that he is losing faith in the slow old lumbering sociable.

THE *Bicycling News* is inexpressibly silly. For lack of anything better, it is now accusing the American press of intentionally concealing the fact that Woodside rode a Premier when he won the Irish records. We do not know that it is of much consequence whether he was a-straddle of a Premier or any other modern wheel, but we were not before aware what machine he did ride.

IF what dealers say is true, and we presume it is, there is a tremendous demand for safeties of the Rover type. This tickles us immensely, as we were the first on this side to appreciate the merits of this class of machine, and we may say the same of the large front wheel for tricycles. We feel much pride in leading, and also in the value given to the *WORLD's* opinion. It is not very often we boast, but on practical cycling we do claim that the *BICYCLING WORLD* leads.

THE *Herald* says cycles can be run in Rochester, N. Y., after 9 P. M. Blessed Rochester! But, seriously, does this mean that their use has been prohibited during the day? for if it does we cry "to arms," and if the League will not fight for the rights of wheelmen we will find some way to discover whether or not a town can successfully prohibit the use of cycles upon the public highway.

THE English Roads Improvement Association has collected over a thousand dollars, and is preparing to do some good practical work for the benefit of wheelmen. Its a pity we have not some organization here that would at least try to do something of the kind.

ALL England is looking with dubious eyes upon the amateur racing outlook. What with the suspensions and the retirement of several good men, the racing path has been left without many men above ordinary. The purity of amateurism has won a noble victory, so throw your hat in the air and yell hurrah!

IF we are to have a continuance of this Greenlandish sort of weather we will be open to an engagement of most any sort in some nice place where immunity from April snow storms is guaranteed.

THE significance of the name "Apollo," as applied to a certain make of machine, will become apparent when we ask what more appropriate appellation could be found; when the manufacturer is a Singer, why, of course, the product is

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FOR
1887
CATALOGUE.



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RUDGE CRESCENT TANDEM (CONVERTIBLE).

Bicycle Double Steering, Combining More Valuable Features Than Any Tandem Extant.

Price, \$250.

STODDARD, LOVERING & CO.

152 Congress Street - - - - - BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.



We didn't have as long
A LINE OF WHEELS
LAST YEAR AS
WE HAVE THIS,
But we received the
FIRST AWARD AT THE NEW ORLEANS EXPOSITION

Just the same, and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY

and will be mailed on application.

GORMULLY & JEFFERY MFG Co.

MANUFACTURERS OF THE

AMERICAN CYCLES

222 to 228 North Franklin Street,

CHICAGO . . ILL.



properly an "Apollo," — the God of Music.

AMONG the many morsels of news we glean from across the water, is that Percy Furnivall has *not* retired from the racing path, but has been training at Lillibridge. The Berretta man's new resolution will be popular, though the visions of "quiet corners," by his compeers, will be rudely dispelled.

WE do not know how the announcement of the following wonderful record escaped our notice, last week, but it did. *We* must be getting blind, too. It seems that W. A. Wade, Dr. A. F. Wyman, and Kempton Tripp, of New Bedford, Mass., rode a four-mile race at New Bedford, 7 April; Wade winning in the extraordinary time of 28.24. This news will stimulate Rowe to great efforts in his preparation. Can you beat it, Billy?

A COMMITTEE from the Boston Club will look into the idea and feasibility of establishing a Bungalow Village Club House on the lines of the one built at White Hills, near London. This will be a godsend to the Boston cyclist, and we hope the plan will obtain the support of the club and cyclists at large.

A BUNGALOW village is, briefly: First a large house in which will be found all the appointments of a first-class club house: kitchen, dining-rooms, bowling alley, bar, and, in fact, every appointment except sleeping accommodations. The grounds to be selected, should have the advantages of being accessible to Boston wheelmen; proximity to a good body of water, for bathing and boating purposes; and, of course, health is to be considered as one of the prime requirements.

The ground thus selected to be parcelled off into small lots and sold or rented to members for the purpose of erecting a "bungalow" (shanty), a tent, or a cottage. In other words, it will be a huge, perpetual camp, where you can get meals, etc., at bed-rock prices, and sleep in your own little residence. One of the members of the committee will go to England this summer, and will visit the White Hills establishment to get points. We hope the idea will "materialize" into an accomplished fact next year.

FOR a decrepit, worn out, and obsolete Cycle Club, the Bostons will be able to put a goodly team into the inaugural race of the Eastern Road Club; for instance, Gaskell, Kennedy-Child, and Roethe, but then; there are some scorchers in the other clubs.

FROM the neglect of the preliminary formalities by the club, the Massachusetts failed to show up at the first meetings of the E. R. C. They will get there just the same, a little later on. The Massachusetts team will pedal hard before they will consent to take the dust of the best of them.

NOW we are going to take a nice little nap. Aaron has resigned and will have naught to do with the L. A. W. Wells

has subsided, the League funds and furniture have been released from attachment in Philadelphia, and both money and property are once again under control of the Secretary-Editor. Yes, we will to the arms of *Morpheus*, to sleep until awakened by battle's "horrid din"—from what quarter next?

BROTHER BASSETT solemnly gives editorial dignity to a recently discovered fact that "poison ivy" is dangerous. Ye gods and godlings! now it will be in order for some one to warn the revolver owner that to pull the trigger of a cocked or fully loaded revolver when the muzzle is in close proximity to the head will produce die-er results!!

As a further inducement to attract a large crowd from the East, during the Meet, our esteemed St. Louis contemporary thus glows and becomes eloquent over the ball to be given on board the boats at Clarksville: "The leading citizens at Clarksville, Louisiana, Paynesville, and Pike County, with their wives and daughters, will participate. And those daughters!—and many of the wives, too, for that matter!—ah, there lies one of Pike County's greatest charms for the cyclist." By gosh, we will have to take that Meet in, unless Mirandy and the baby put a veto on our movements.

WIVES, sisters, and sweethearts of League members, don't be discouraged because "Daisie" gives the St. Louis roads a bad reputation. Asphalt enters largely into the street construction system of St. Louis, and the ladies will find coasting down some of these smooth hills akin to the sensation of tobogganing.

PHILADELPHIA can boast of fine, strong, healthy cycle club organizations, as witness the following: The Philadelphia Bicycle Club counts up to date eighty-five members. The Pennsylvania Bicycle Club has one hundred and fifteen members. The Century Wheelmen have on their roll one hundred and five names. The Germantown Cycling Club counts over the half century. The Tioga Cycling Club and the South End Wheelmen are well on their way towards a half century each. This aggregates 445 riders who are club members. This beats Boston (proper).

IT is told how Cola Stone, in the early days of cycling history, was arrested for riding in the park by two mounted policemen. They wanted him to walk in, but he would n't, and so they let him ride his wheel to town. He started off at a rattling gait, and presently the horses began to blow, and the policemen told him to ride slower. "I can't," said Cola. "If I do I'll fall off," and so all the way to the station he led his captors at a pace that nearly killed the horses.

A DECIDED novelty in the make-up of the League programme will be the fact that it is the work of cyclists, and cyclists alone. The designing and the sketches will be by artists who are wheelmen, and the printing thereof be done by a rider. It is said it will be a beauty.

THE *Cyclist* is not Germanized enough to know that "bock" means the *kind* of beer, and not the *vessel* that carries it. Bock is a heavy kind of lager, Mr. *Cyclist*, much affected and sought after by the thirsty citizens during the months of February and March.

AN international tournament, under the auspices of the Munich Veloce Club, is to be held in Munich, 1st and 4th of May. This will be a rare opportunity for Englishmen to visit this centre of art, and enjoy the races and the wonders of that city of magnificence.

THE use of cyclists as scouts and messengers, in the late manoeuvres in England, proved a big success. The results will greatly redound to the advancement of the cycle as a thoroughly useful appliance, both in this country and England. The cycle has scored a great point in the success of the experiment.

ANOTHER Irish record gone, and Mr. Woodside is the man to capture it. This time it was the five-mile record. On Saturday, 2 April, he started to make the attempt on the Ball's Bridge grounds, with Morgan, Temple, Clifton, Robertson, and Lewis as pace-makers. R. J. Mccredy and G. Stoney did the timing. The wind was strong and the track imperfect. The first mile was covered in 2.51 $\frac{2}{5}$. The two miles in 5.49 (best previous 5.54). Then 8.46, time for three miles. The wind now blew a gale, but "Woody" pulled himself together and rushed over the five-mile score in 14.47 $\frac{1}{5}$. Previous best, 15.7 $\frac{1}{5}$.

THE *Wheelmen's Record* says "The Boston Bicycle Club has ordered a Victoria six-in-hand. It would be a good idea for the Massachusetts Club to order an eight-in-hand. Then all their members could ride out together." There is some hidden Western wit there, but just where it is we do not know, and, by the way, the Boston Club has not ordered a six-in-hand. Full hands, or a royal flush are regarded as good enough for the gentle "Boston" man.

WE are in doubt which should blush most, the *American Wheelman* for having such a correspondent as "Hubite" or that person, for the false and contemptible character of his letters. It is a pity that such a good paper as the *American Wheelman* should have such a correspondent, and it is more of a pity that in the ranks of wheelmen there should be so caddish a rider.

WOODSIDE and Howell will meet for the first time at the international tournament, Alexandra Park, London. Name the winner!

THE *Lynn Bee* thinks it somewhat strange, that Wood has not answered Rowe's challenge. Australia is several miles away, brother *Bee*, and it takes time. We hope he will accept, and then we will put our ducats on "Billee."

THE Philadelphians will seriously tackle a six-days' race early in June. They are assured of "talent," and so

will now go ahead. The leafy month of June is the time selected. Exact date later on.

THERE is scarcely a sporting paper in Great Britain that gives cycling a prominent place in its columns, but what has printed the American team's likenesses. Morgan is a hustler, and knows how to work the ad. racket. Their trip ought to be a success if heralding the coming can help any.

MR. A. K. STEWART, of St. Louis, chairman of the Programme Committee of the L. A. W. Meet, is the latest victim to a "cellar" in the asphalt. While riding west on Pine street Sunday night at a rapid pace, he went into a big hole and was thrown upon his head, receiving a gash over the right eye.

MR. W. H. WETMORE, one of the pioneer riders of Cleveland, Ohio, recently died of consumption, at Cuyahoga Falls, Ohio. He was a member of the Cleveland Club, and is greatly mourned for by the members thereof. This club, by the way, have lately changed their quarters, from the Armory on Euclid avenue to the Case block.

NOW the N. C. U., of England, comes out with a statement showing a deficit of some \$1,200. We believe now we have a report from all the national bodies that govern cycling, and they all show a pitiable state of things in their financial standing.

MR. ED. PERRY, London correspondent of the Boston *Herald*, has been named by Morgan as referee in the coming contests between Howell and Woodside, and Mr. Morgan also asks that the following time limits be made and equalled, or the race be declared off, unless the referee decides the track and weather preclude such time as being possible: One mile, 2m. 45s.; ten miles, 30m.; twenty miles, 1h. 2m.; twenty-five miles, 1h. 18m.; and fifty miles, 2h. 2m. 46s.

Wheeling, noting the fact that the A. A. A. and the N. C. U. will not allow the amateurs and the professionals to have a bout with each other, says: "We must confess our inability to see in what possible way the A. A. A., or any individual soul under the broad blue of heaven, can be adversely affected by a sporting race, between, say, Gatehouse and Woodside; but athletic legislators have ever been famed for what Charles Dickens calls "proud stomachs," in amateur matters, and possibly to their mind's eye horrors are apparent which, to the ordinary lover of a sporting race are quite invisible."

THOMAS STEVENS's lectures at Scranton and Brooklyn were voted a big success by the large audiences that greeted Mr. Stevens on these two occasions. He will lecture at Washington, 20 April; Auburn, N. Y., 22 April, and Cleveland, Ohio, 4 May. Mr. Stevens has received the gold badge and honorary membership of the German Cyclist Union.

THE success or failure of the Sterling tricycle is a matter of some slight interest to many wheelmen. If this machine is to demonstrate that wooden wheels are as strong as steel, that steel tires are as good as rubber, and that balance gears and ball bearings are all poppycock,—it may well attract attention. We heard the other day that Mr. Bassett had trundled way to Newton on one of these machines, but somehow or other we got the impression that he was not boiling over with enthusiasm. The one man who seems to have unbounded faith in the future of wooden tricycles is Mr. Elliot C. Lee, who, rumor says, has put several thousand dollars in the Sterling Tricycle Company. For Mr. Lee's sake, we wish the company every success.

WE (London W.) were sauntering through Young's Hotel a few days ago, when we ran across our good friend Hayes, the candidate for vice-president of the League, who has had honors thrust upon him in the presidency of the Sterling Tricycle Company. We chaffed him somewhat about his new honors, and he did not seem pleased when we laughingly accused him of a new form of makers' amateurism. In fact, he bristled up, and showed more feeling than the occasion seemed to demand. Why, it is no uncommon thing for leading men in all stations to lend their names to concerns where they may share the benefits of success, but not bear the losses incident to failure. The Sterling Tricycle Company shows some wisdom in getting well-known wheelmen to accept offices, as it gives it a standing in the community it otherwise would not have unless it had first earned it.

THERE does not seem to be "a shadow of a shade of an apparition of a doubt" (and when you get down to the invisible ghostliness of that meaning, you're striking it pretty thin), that people all over the country are beginning to see that bicyclists have rights upon the roads, which should be very much respected. It won't be very long before the "road hog" will deem it a privilege to take off his hat to the passing wheelmen. It does not make a very great difference how people look at these things, so long as the eyes of the law are not cross-eyes; not near-sighted, and can see without blue glasses.

The fact that people, who are unfortunate in running down a wheelman, are less ready to go into court than formerly over little matters of difference on the road, was illustrated at Syracuse, N. Y., one day last week, when the driver of a chalk and water cart ran into a local wheelman and made him cut his head on the sandstone pavement. The wagon ran over and injured his wheel. The man in knickerbockers demanded substantial satisfaction, which the milk (forgive us) pedlar refused. The wheelman presented a court-room scene, and the company for whom the pedlar peddled agreed to have the machine of the ped-

aller thoroughly repaired. So people are beginning to believe that a bicyclist, with the law on his side, and back of him, and in front of him, is a creature fearfully and wonderfully made.

THE following petition is being widely circulated and signed in the State of New York, and advises show, the citizens of the Empire State will see that wheelmen's rights are recognized.

"The undersigned, citizens of the state of New York, respectfully ask the considerate attention of the Senate and Assembly to the proposed enactment now pending before your honorable bodies, and entitled "An Act in Relation to the use of Bicycles and Tricycles";—and to the end that the rights of thousands of the citizens of this State, in the use of the public highways and parkways may be recognized and established by statute law, we earnestly petition your honorable bodies to pass the said proposed act." The following Section II. is the pith of the act. Section III. allows for certain restrictions as to use of headlights, the speed, and use of sidewalks, paths, etc.

"SECTION II. The commissioners, trustees, or other authorities having charge or control of any public street, public highway, public parkway, driveway, or public place in this State, shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation; by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway or public place, at any time when the same is open to the actual use of other pleasure carriages."

To the Cycling Public of America.

THIS is to certify that we have appointed Messrs. S. T. Clarke & Co., of Baltimore, Md., our sole representatives in the United States, and that they only will be supplied during this season with our latest "Quadrants," which embody all our improvements for 1887, including special features to suit American roads and requirements.

Very respectfully,
THE QUADRANT TRICYCLE CO.

IT seems we were wrong in stating that W. W. Stall had been appointed the Boston agent for the Quadrant by Messrs. S. T. Clark & Co. We are requested to make the correction, and do so cheerfully.

HOWARD A. SMITH & Co. will issue another edition of twenty thousand of their '87 catalogues, the first edition (twenty-five thousand) being entirely exhausted. The "Newark" cap designed by this firm is meeting with great favor among wheelmen.

THE Rudge Bicyclette seems to be in great demand. Messrs. Stoddard, Lovering & Co. have been compelled to cable three times to duplicate their stock order.

On Mr. Shipton's Behalf.

Editor Bicycling World:—While, as I stated in a recent letter, I do not feel called upon to reply to scurrilous attacks by your correspondents upon a gentleman whom the largest athletic organization in the world honors with its confidence, and for whom, therefore, any defence by my pen is entirely unnecessary, I do feel that I ought not to let your remarks, in the last number of the *WORLD*, go by without protesting against the editorial application of an epithet which, even if it were justified by the facts, should be forbidden by every precept and practice of courteous journalism.

Yours faithfully,

FRANK W. WESTON,

U. S., C. C., C. T. C.

SAVIN HILL, BOSTON, 16 April, 1887.

EMERSON G. GORDON, President of the Lynn Club Track Association will open a bicycle store and handle the Victor machines in Lynn.

THE Springfield Roadster will be handled by T. G. Conway & Company for New York. Mr. G. M. Worden, formerly of the Lynn Club, has accepted a position with this firm, and will push the Springfield in Gotham and vicinity.

No well-regulated rider with cemented tires will think of going on a ride without a stick of "stickertine." A match and some stickertine will save much trouble, tribulation, and loss of temper.

PLUCK and energy are always the prominent characteristics of a successful mechanic, and we know of no more striking illustration of this fact, than in the case of the well-known Superintendent of the Columbia factory, at Hartford, Ct. Probably no one man has given more attention to the careful materialization of the working drawings or plans presented to him than the subject of our sketch, combining as he does the skill of the mechanic with the enthusiasm of the cyclist, his work is ever a "labor of love." Mr. Knous has held the position of Superintendent of the Columbia factory for some time, and when first interested in the construction of high-class wheels, his practical eye induced him to lend every energy to aid his principals in producing a standard cycle. The result is known in the world-wide celebrity of the Columbias. Mr. Knous's name is also connected with numerous patents held by the Pope Manufacturing Company. He is a life member of the L. A. W., an active member of the Connecticut Bicycle Club, and an honorary member of the Columbia Cycle Club, and rides a 53-inch machine. Mr. Knous has, for his great principle, that "what is worth doing," "is worth doing well." Genial of disposition, kind of heart, liberal and considerate in his business relations, ever watchful for new inventions in the cycle, Mr. Knous's name holds a position in the esteem of all who know him, which any man might be proud to obtain.

WHEEL CLUB DOINGS

"Fool's Night" at the Boston.

"All bubukles and wheelks and knobs and flames of fire; . . . and it is like a coal of fire, sometimes blue and sometimes red."—HENRY V.

THE rooms of the Boston Clubhouse were filled with a strange-looking set of men, last Saturday night. The voices of some were familiar, but a great facial transformation had been wrought in almost every case. Every conceivable form and color of nose, moustache and beard, seemed to miraculously sprout on the features of every member who visited the little sanctum devoted to the use of the secretary and treasurer of the club. Such "wheelks," such "bubukles," and as for form, every known and unknown shape, from the slimmest, longest and most aquiline, to the fattest, shortest, and most puggy of the pug. The massive head-piece of each man was further adorned with a most gorgeous cap, of the form known as the "fool's." A limited supply of bladders had been furnished, and soon the stock was exhausted and the happy possessor proceeded to make his fortunate fellow bladder wielders, and the unfortunate non-possessor a burden.

How the fun did wax, and what whacks were exchanged, the participants and recipients only can tell. Neither did the merry turmoil cease until every bladder was reduced to shreds, every paper cap demoralized, and a good many of the false nasal organs were battered out of their normal symmetrical form. Two or three parties arrived after the fun had commenced, and, we opine, they will remember the merry reception they received at the hands of the bladder-slingers for many a day. The mortal combat between Messrs. Stadtmiller and Flocken, and the unique and "dressy" fighting costume adopted by Stadtmiller will long be remembered by the fortunate witnesses. President Hodges ensconced himself in state, on a chair in the hall, and made it a conscientious point not to allow any being to pass within reach; without administering a sounding thump. Messrs. Dean, K.-Child, Brevis and Whitney, constituted themselves into a demon squad, and proceeded to raise hilarity among the rest of the boys, and they did. At 10.30, the last bladder having been smashed, the men adjourned to the dining room to supper. To Mr. C. W. Reed and friends, the club are indebted for some excellent quartette singing. An orchestra was in attendance, and "Professor" Hyde was on hand with his comic songs and guitar. Those who saw the marvellous effect produced by the "Professors" coal-black face being decorated with a huge red nose, and surmounted with a gay fool's cap, will for some time to come, relapse into a grin, at the recollection. Mr. C. P. Donahoe can score another success in the "Fool's Night."

Try "Stickertine."

THE Central City Cyclists of Macon, Ga., have new officers as follows: President, Dr. W. C. Gibson; secretary and treasurer, C. J. Winberg; captain, J. C. Flynn; lieutenant, R. A. Brantley.

THE Paduca, Ky., Bicycle Club have elected their officers: President, A. H. Wilkinson; vice-president, Chas. Gilbert; secretary and treasurer, R. H. Woolfolk; captain, J. R. Scales; lieutenant, W. V. Wheeler.

THE new officers of the Winona, Minn. Bicycle Club are: President, C. H. Porter; vice and captain, John R. Morfield; secretary, I. I. Lusk; first lieutenant, J. O. Marigold, Jr., second lieutenant, Harry Melvin.

THE Springfield Club will have a banquet Friday, 6 May, at the Hotel Warwick, in observance of the anniversary of the club's organization. Several of the boys got caught in the snow storm of last Monday, and they did not relish the experience.

THE Cleveland Bicycle Club gave an entertainment last Saturday. Up to the time of going to press we were unable to get the particulars, but we know that what the Clevelanders do they do well.

THIS is the way *Geis* in the *S. and T. Journal* announces the election of new members to the Owl Club of Chicago: "The house committee has been sitting, and four new Owls will be hatched next Monday night—regular monthly meeting."

ANOTHER, from the same source and about the same club: "Even Cory and Shorty Hay thought it would look pretty if the big stuffed grey owl that holds down the piano cover were set in a nest of some kind. They did that, and Shorty thought it would look quite natural if it were setting on some eggs, so they got some and placed them under the bird. This was some time ago. Easter Sunday, when the boys reached the clubhouse, they were startled by the strange sight presented to their eyes. Seven little stuffed owls were singing Easter carols and chewing a piece of Charley Pride's Star plug. We fed the cat with several, and turned the rest loose."

THE Boscobel Bicycle Club of Lynn will give a ball this (Friday) evening at Exchange Hall, Lynn. The men say if the lingering snow does hang on they will dance the waiting hours away.

A NEW club in Michigan have asked Mr. Stevens's permission to call themselves the "Stevens' Bicycle Club." Such is fame. The use of our name has never been solicited. We wonder why?

AT a meeting of the Columbia Bicycle Club, North Attleboro, Mass., last evening, it was decided to give a handsome medal or medals to the member or members covering the most number of miles, on club runs only, this coming season. The officer who will be on these runs will keep an account of the number of miles.

We think this is a good way to promote bicycle riding, particularly on club runs.

THE Rudge Roadster, which is one of the specialties of the year, only differs from the Rudge Light Roadster, in the matter of wheels and pedals. At the price, \$105, for a 50-inch, it should recommend itself to the eye of all intending purchasers of a good, reliable wheel.

The Eastern Road Club.

THE Charter Clubs of this organization are the Boston, Chelsea, Newton, Dorchester, Somerville, Cambridge, Brookline, and Suffolk. Last Friday a meeting was held at the International Hotel, and representatives from all the above clubs were present. The meeting was called to order, Capt. E. G. Whitney of the Bostons in the chair. We always have the highest appreciation of the average cyclist's modesty in avoiding honors thrust upon them in the shape of office, especially if the occupancy thereof means work. The action of the delegates at this particular meeting was no exception to the rule, and as name after name was proposed for office, the owner thereof arose on his pins, and assured the delegates that "he was not worthy, and Mr. Jones would be a much better man for the position, that really, eh! eh!" etc., etc. However, notwithstanding all this, a ticket was nominated and elected as follows: G. L. Haynes, of the Dorchester Club, president; L. H. Frost, of the Chelsea Club, vice-president; W. R. Maxwell, of the Somerville Club, secretary-treasurer. The executive committee: The above officers, *ex officio*; E. G. Whitney, of the Boston; W. K. Corey, of the Brookline; P. L. Aubin, of the Newton; A. G. Collins, of the Suffolk; C. L. Smith, of the Cambridge. This leaves one vacancy to fill. The first club to apply, and be elected to membership will be represented on the committee. Mr. Haynes then took the chair, and briefly thanked the members for the honor, as also did Mr. Maxwell. Then came more fun as the question of dues came up. After a short, sharp, and decisive scrimmage, in which Stall and Aubin favored a high tariff, the amounts were finally fixed at \$5.00 initiation fee, and \$10 dues. After the wounded had been removed, and the survivors had regained their "breathe," the opposing forces again rallied, and made things blue in discussing the trophy, and how it should be disposed of. In the turmoil, we managed to get the fact that one fine, large, elegant "trophy" was to be purchased, and was to become the property in trust of the winning team, to be raced for again, at such time and place as shall be decided on by the executive committee. If it is captured by the same club twice in succession, or three times in all, it becomes the club's property "for keeps." In addition to the large prize, medals will be given to the three first men. The membership was limited to twenty-five. The club then adjourned *sine die*, after passing a vote of

thanks to Mr. Theodore Roethe, and the proprietors of the International Club for the use of the room in which the meeting was held.

New York Election.

In the six districts, 945 votes were cast, of which 940 were for Geo. R. Bidwell for Chief Consul.

ELECTED.

Geo. R. Bidwell, New York, for Chief Consul.

First District Representative.

N. M. Beckwith, Citizens Bicycle Club.
E. J. Schriver, New York Bicycle Club.
Jno. C. Gulick, Citizens Bicycle Club.
W. H. Degraff, Harlem.
E. F. Hill, Peekskill.
F. A. Egan, Ixion Club.
H. R. Pool, Citizens Club.
K. L. Clapp, Citizens Club.

Second District.

M. L. Bridgeman, Kings Co. Wheelmen.
F. W. Loucks, Kings Co. Wheelmen.
H. Greenman, Ilderan Bicycle Club.
A. B. Barkman, Brooklyn Bicycle Club.
J. B. Potter, Brooklyn Bicycle Club.
C. S. Luscomb, Long Island Wheelmen.
Chas. Schwalback, Kings Co. Wheelmen.

Third District.

Joshua Reynolds, Stockport.
H. G. Gallien, Albany.
Raymond Coon, Albany.

Fourth District.

Robert Thompson, Rochester.
F. K. Brigham, Syracuse.

Fifth District.

J. R. Adriance, Poughkeepsie.
Gerry Jones, Binghampton.
H. C. Spaulding, Elmira.

Sixth District.

G. E. Blackman, Dunkirk.
C. S. Buttler, Buffalo.
W. S. Bull, Buffalo.
W. L. Beck, Lockport.
John R. Williams, Buffalo.

Total, 28 Representatives.

Illinois Division Election.

Result of official count of Illinois Division April 14, is as follows: Total vote cast in State, 173, out of nearly 400 members entitled to vote.

ELECTED.

N. H. Van Sicklen, Chief Consul.
Fred. A. Ingalls, Representative Chicago District.
W. A. Davis, Representative Chicago District.
Freeman Lillibridge, Representative Rockford District.
H. G. Rouse, Representative Peoria District.
E. H. Sleight, Representative Galesburg District.
Milton O. Dole, Representative Paris District.
Chas. Hansel, Representative Springfield District.

THE many advantages of the Rudge Humber tandem, in point of ease of running, strongly recommend it to intending purchasers of a double tricycle.

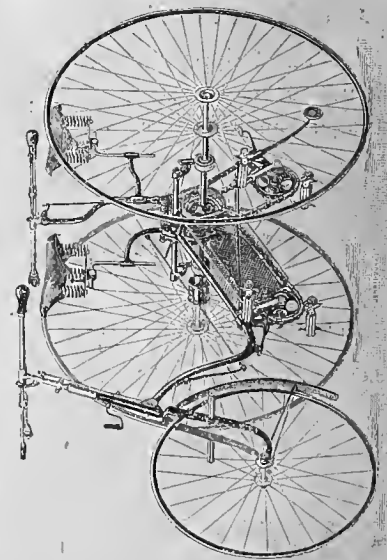
THE TRADE

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Universal Club.	" 22.	450
Salvo Tandem.	" 22.	450

The New Marlboro' Tandem.

COVENTRY MACHINISTS COMPANY, 239 COLUMBUS AVENUE, BOSTON, MASS.



THIS is a great year for tandems, and as almost every firm has gotten out one for the coming season, we hid ourselves to No. 239 Columbus avenue, and there inter-

Explanation in re the Pending Litigation.

MESSRS. GORMULLY & JEFFERY MANUFACTURING COMPANY translate certain items published in last week's WORLD as reflecting on the reliability of information furnished by them in regard to the pending suits, and are naturally indignant. We beg to say that though the phraseology may convey that idea, it was quite unintentional on our part. We wish to dispel any impression that we may have thus conveyed. We should have stopped at the bare information furnished us, and let the matter rest there. As before stated, we desire to give the news from both sides. Hereafter, we will give the plain, unvarnished facts without comment, as the comment we made seems to have been the unfortunate portion of the item. We hope the impression—if it was made—that the Gormully & Jeffery Manufacturing Company are anything but reliable in any information they may furnish, will be at once dispelled.

The Roads of South Africa.

"I ARRIVED at Capetown on 8th February, and, after a couple of days, went on to Grahamstown, about 600 miles to the east. . . . Just near the towns the roads are taken care of, and are about equal to very bad Irish roads. In the towns the roads are passably good. Near Capetown the roads are good, and, only for the dust, would be equal to any I have seen. This is the only place I have seen with good roads, and they only extend for six or seven miles from the town. This is no exaggeration of the facts of the case. There is a bicycle club in Capetown, which seems to get on fairly well, but they cannot have long excursions, and can only ride in three or four directions, as Capetown has the sea on one side, and Table Mountain on the other. The club goes for rides twice a week, but I only saw two bicycles during my three days' stay. Port Elizabeth has a club and a few fair roads (slightly worse than an Irish bad one). Grahamstown has three bicycles, of which I saw one, an old 'Xtra,' with the levers taken off, and a piece of iron tube about eight inches long let into the backbone and riveted in. It made a very queer-looking bicycle, far more peculiar than my brother's 'mudcart,' with the head sloping back, and the hinder wheel a long way behind. I could not at first make out what it was, till I saw that it was a converted 'Xtra.' The joint in the backbone looks like a Cape job, as there is no attempt at 'fitting' at all. I have seen no one riding on these three bicycles. Here every one rides horses, and you see children of six or seven riding about by themselves on great big horses. This being so, tricycles are useless. [Oh! Ed.] There is a legend current here that two riders went from this place to Capetown on bicycles, but it is further stated that a bullock wagon helped them part of the way, so that I do not think the I. C. A. would accept the record. Except for use

near two or three towns, bicycles, so far as the Cape is concerned, might as well never have been invented."—R. Bindon Stoney, in *Irish Cyclist*.

SUNDRIES of all sorts are a specialty of Messrs. Stoddard, Lovering & Co., for 1887, and attention is called to the merits of the Rudge Enamel, Lucas' "King of the Road" lamps, and everything novel and useful that the trade demands.

Meet Mem.

WE shall present to our readers very soon a complete programme of the excursions arranged for the visitors at St. Louis during the Meet.

NOW that the railroads have decided, that they can and will make special rates of one and one-third fare to and from any point East, Chief Consul Hayes is making special effort to have a good contingent start from Boston, and have it so arranged that the train, which will be known as the L. A. W. special, will pick up members at the different cities along the way. The probable schedule of this train, which will leave Boston *via* Fitchburg. The rate from Boston, on the above-named basis, will be about \$34 to \$36.

Leave Boston, Mass., 3 P. M., 17 May.

Leave New York, N. Y., 5.40 P. M., 17 May.

Leave Albany, N. Y., 10.40 P. M., 17 May.

Leave Utica, N. Y., 12.59 P. M., 17 May.

Leave Syracuse, N. Y., 2.20 A. M., 18 May.

Leave Rochester, N. Y., 4.32 A. M., 18 May.

Leave Buffalo, N. Y., 5.30 A. M., 18 May.

Leave Dunkirk, N. Y., 6.33 A. M., 18 May.

Leave Erie, Penn., 8 A. M., 18 May.

Leave Cleveland, O., 11 A. M., 18 May.

Leave Union City, O., 7.25 P. M., 18 May.

Leave Indianapolis, Ind., 10.50 P. M., 18 May.

Arrive at St. Louis, Mo., 7.30 A. M., 19 May.

The same is subject to more or less changes, and such, if any, we will publish.

The Lindell Hotel will be the Massachusetts delegation headquarters. Rates at this first-class house will be \$2.50 per day to League members. The regular rates are \$4.

THE following are the officers of the general and special committees of the eighth Annual Meet of the L. A. W.:—

W. M. Brewster, chairman General Committee, 309 Olive St.

L. J. Berger, secretary General Committee, 1901 Oregon Ave.

Transportation Committee, B. B. Ayers, 212 Clark St., Chicago, Ill.

Reception Committee, Edw. Sells, 105 N. Second St., St. Louis.

Entertainment Committee, G. W. Boswell, 416 North Second St., St. Louis.

Parade Committee, C. H. Stone, 310 North Eleventh St., St. Louis.

Runs and Tours Committee, L. J. Berger, 1901 Oregon Ave., St. Louis.

Banquet Committee, G. F. Baker, Turner Building, St. Louis.

Finance Committee, J. E. Smith, Simmons Hardware Co., St. Louis.

Programme Committee, A. K. Stewart, care *Spectator*, St. Louis.

Press Committee, W. E. Hicks, care *Post-Dispatch*, St. Louis.

GOOD CROPS GUARANTEED.—Keep planting the seed and with judicious watering the crop *will* come. Constant dropping of water *will* wear away a rock. "Make a note on 't," and keep in mind that The H. P. Hubbard Company are the best advertising agency extant, and can save you lots of trouble and money. They are Judicious Advertising Agents and Experts, and save their customers money, by having their office in New Haven, Conn. They rent large spaces and prominent positions in numerous best papers, at wholesale rates, which is profitable to their customers. Prices bring the business, and business brings the low prices they offer. Make a note of this fact. Don't expect your advertisement to bear fruit in one night.

**L. A. W. 100 for \$1.25.
CARDS. 200 for \$2.25.**

Star Riders, 50 for \$1.25,

With Name and Address.

C. H. TOWNSEND, Job Printer,

755 Broad St., Newark, N. J.

(CLUB WORK A SPECIALTY.)

JOHN HARRIOTT.

MEDALS & BADGES,

ALSO BICYCLE CLUB PINS OF EVERY DESCRIPTION. DESIGNS ON APPLICATION.

3 Winter St. - - Boston Mass.

**TRY
HANCOCK'S LIQUID ENAMEL**

The BEST LIQUID ENAMEL in the Market.

Made by an experienced English Enamel worker.

PRICE, 40c. PER BOTTLE.

MY GUARANTEE.—I will guarantee that no better Liquid Enamel can be bought at any price, or refund your money.

SIDNEY J. FRANCIS,
Fitchburg, Mass.

Discount to Dealers.

FOR SALE OR EXCHANGE

[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593 Fitchburg, Mass.

FOR SALE.—One 52-inch Victor, '85 pattern, in excellent condition, tyres have no cuts, fitted with Butcher cyclometer. Price, \$95. Address, O. H. ALLERTON, JR., 252 Shady avenue, E. E., Pittsburgh, Penn.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, Ohio.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-in., or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGF AGENCY, No. 152 Congress street, Boston, Mass.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 44-inch New Special Facile bicycle, latest pattern, cost \$135, price now \$100. Also a 44-inch Special Facile, used very little, cost \$135, price now, \$90. A. W. GUMP, Dayton, Ohio.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

BICYCLE FOR SALE.—A 48-inch Columbia Special, has not been used a dozen times; cost \$100, price \$60. Apply in person or by letter, to 185 Marlboro' street, Boston.

FOR SALE.—One 58-inch Royal Mail, nickelled, '1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

NOW
IS THE TIME TO USE
RUDGE
LIQUID ENAMEL!

For touching up or entirely re-enamelling
BICYCLES and TRICYCLES.

FOR SALE.—New Humber 56-inch racer, twenty-two pounds. Will accept first reasonable offer. Address, H. M. P., 218 Baystreet, Jersey City, N. J.

FOR SALE.—One 51-inch American Star, one half nickelled, power traps, rocking pedals, cow-horn bars, good as new. Price \$70. Address, C. H. TOWNSEND, 755 Broad Street, Newark, N. J.

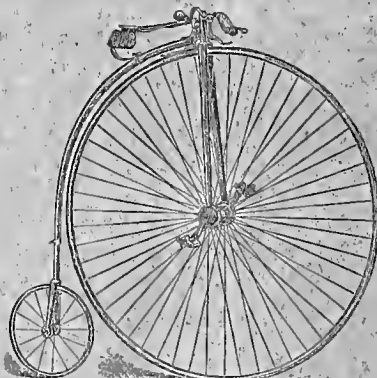
FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

FOR SALE.—55-in. Apollo, balls all round. Spade handles. Ridden only one month. Good as new. Reason for selling, I wish to ride the Apollo Safety. Address, or call on F. W. PERRY, 445 Shawmut Ave., Boston.

Tricycling for Ladies. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling, for some small book which should put them in possession of the most useful and necessary information, without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." By mail, 30 cents. This Publication and the World for one year, \$1.25.

Curtis on Training. By H. L. Curtis, M. D. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. By mail, 50 cents. This Publication and the World for one year, \$1.35.

THE CENTAUR.



Bicycles of all sizes, for Youth and Men.

Agents send for Catalogue, prices and terms.

ST. NICHOLAS TOY CO.

784 to 794 Madison Street, CHICAGO.



OUR SPECIALTIES.

ECLIPSE LAMP, NICKELLED	\$4.50
GEM " " "	3.00
ENAMEL JET BLACK	75
" STEEL COLOR	75
" TRANSPARENT	75
ENGLISH ANTI-RUST NICKEL PASTE	25
BROOKS' IDEAL CYCLOMETER	5.00
BUFFALO BICYCLE STAND	1.00
DAYTON BICYCLE STAND	2.00
DIAMOND WRENCH, NICKELLED	1.00

Send for circular. Special discounts to agents. I want an agent in every city and town in the United States. WRITE NOW.

W. C. BOAK,

IMPORTER OF BICYCLE SUNDRIES,
LE ROY, NEW YORK.

A few Second-hand Wheels for Sale Cheap. Write for Prices.

Bicycles and Tricycles 1886.

NOW RECEIVED.

PRICE 50 CTS.

THE
WHEELMAN'S GAZETTE

A MONTHLY MAGAZINE OF 32 PAGES, 9 x 12, AND COLORED COVER. DEVOTED TO THE INTERESTS OF WHEELING. PRICE 50 CENTS PER YEAR, POST-PAID. SEND FOR A SAMPLE COPY, WHICH WILL BE MAILED YOU FREE. ALSO AN 8-PAGE ILLUSTRATED LIST OF VALUABLE CYCLING ACCESSORIES, COMPRISING EVERY LITTLE REQUISITE THAT ADDS TO THE COMFORT OF THE CYCLER. THESE ACCESSORIES WE OFFER FREE TO EVERY WHEELMAN ON CERTAIN CONDITIONS. NAMED IN THE CIRCULAR. SEND FOR SAMPLE COPY AND PREMIUM LIST. IT WILL COST YOU NOTHING—ONLY A POSTAL CARD. ADDRESS

THE
WHEELMAN'S GAZETTE,
SPRINGFIELD, MASS.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

Special Terms to the Trade.

WELL DONE, QUADRANT!

WEATHEROAK HILL, BIRMINGHAM,

CONQUERED ON AN ORDINARY

Roadster ♦ Quadrant ♦ Tricycle,

GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before." — *The Cyclist*, March 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Adlard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber." — *Wheeling*, March 9, 1887."

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times." — *Extract from Mr. Bird's letter to the Quadrant Tricycle Co.*

THESE FACTS PROCLAIM THE QUADRANTS

THE BEST HILL CLIMBERS OF THE AGE.

☛ This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

SAM'L T. CLARK & CO., SOLE U. S. AGTS.
BALTIMORE, MD.

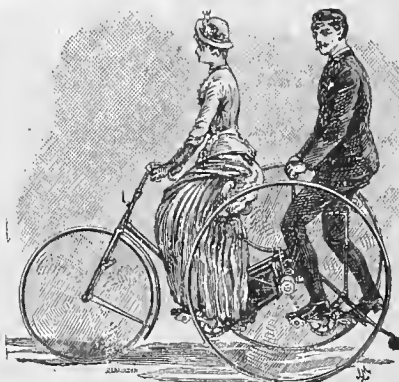
viewed Mr. Stevens, and elicited the following facts from that gentleman, as well as from ocular demonstration.

The type, as will be seen from the illustration, is that of a front-steerer, the steering itself being controlled by a semi-automatic spring. As recently devised, the leading wheel is 26-inch, the drivers being 40-inch. The steering-post is now raked back towards the front rider, the machine being much improved thereby. It is also so made that two ladies may ride it if needful, the desired change being brought about by a modification in the shape of a tube supporting the rear saddle pillar. In addition to the increased rake of the steering-post an elongated wheel-base has been provided, much to the advantage of the riders, particularly in hill climbing. With a view to obviate the disadvantage that in the eyes of many riders attaches to entrusting the piloting to the lady, a rod connecting the two sets of bicycle handles is attached on the right-hand side of the machine, so that the rear rider may readily exercise control over the steering. As to material, workmanship and finish, there is no necessity to say anything further than the machine comes from the shop of the Coventry Machinist Co. That is guarantee enough. A neat attachment in the way of a luggage-carrier has been arranged to fit over the front handle-bar, and the tandem thus becomes thoroughly adapted for touring purposes. In addition to its other good points, it possesses two brakes, both of which are applied by the front or rear rider at will. The distance between the riders is much greater than on many machines, and in this respect the most fastidious will hardly find room for complaint. The tandem possesses the additional advantage that it is easily convertible into a first-class single by the removal of the rear seat and its accompanying frame and pedals, in which case the front seat pillar is inserted in the socket shown in the illustration, in front of the knee of the rear rider. In its most improved form it is capable of accommodating riders between whose weights a great disparity arises—that is to say, the heavier rider may take to the rear seat without any fear of tipping the machine, or even decreasing to an appreciable extent the grip of the steering-wheel upon the road. These are some of the many good points that tell in its favor, and we have confidence in recommending the Marlboro' Club to those who are in want of a tandem of the type referred to.

We respectfully call attention of our readers to the advertisement of the Coventry Machinists, on page —. The Universal Club is a bang-up, low-priced machine, a machine that the most fastidious would feel proud to own. It is fitted with ball bearings to both wheels, steel hubs with direct butt-ended spokes, front wheel grip brake, and 24 to 26-tooth patent handle-bar of the popular cowhorn pattern. Finish: painted in two colors, enamelled spokes, saddle, plain parallel pedals, spanner and oil can. For a very small advance on the selling price of \$105, Kirkpatrick saddle and ball pedals will be fitted. It is a strong serviceable machine, and will give satisfaction to the most exacting.

The Salvo Tandem.

IMPORTED BY OVERMAN WHEEL COMPANY, 185-188 COLUMBUS AVENUE, BOSTON, MASS.



We always were decidedly cranky on the subject of large pilot wheels, and it was therefore a sigh of great satisfaction that we heaved on casting our eyes on the 30-inch steerer of the Salvo. There are no better known or higher rated cycle manufacturers in the United Kingdom than Messrs. Starley Brothers, and

we will therefore dismiss the question of finish, fitting, and material, by stating that none better can be procured. The machine has another good point, which we claim is requisite to the perfect tandem, a long wheel base. The riders are placed a good distance apart, thus removing one of the greatest objections to the tandem in its primitive form. The machine is quickly convertible by the removal of a couple of bolts, and the disconnecting of the steering connection rod. The machine is formed so that the lady can ride fore or aft, or in case of a lady and gentleman, she can take which seat she chooses. It was decided by the importers to have steering done by either rider, as a matter of safety, and this is accomplished by the connecting rod attached to the ends of right handle bars. For the same reason, brake power can be applied by either or both riders. Appreciating the fact that the craze for light tandems has heretofore rather taken from the very essential requirement of strength, the manufacturers have brought the weight to a minimum, at the same time preserving the minimum strength. The weight, ready for the road, will be about one hundred and fifteen pounds. The Overman features of the tandem will be their well-known compressed tires, swing saddle, and specially constructed spring. A neat dress guard is fitted over the front chain. It is one of the most shapely tandems that we have seen this season, and as to its merits on the road, we hope to give our personal experience later on.

Brief: Driving wheels, 40 inches, U rims, 54 butt-ended direct spokes, No. 12 gauge. Steering wheel, 30 inches, 40 butt-ended direct spokes, 13 gauge.

Tires compressed, 13-16 inch diameter, finest Paragon.

Frame, weldless steel tubing.

Starley's balance gear, double axle.

Brown's ball bearings to both wheels and pedals.

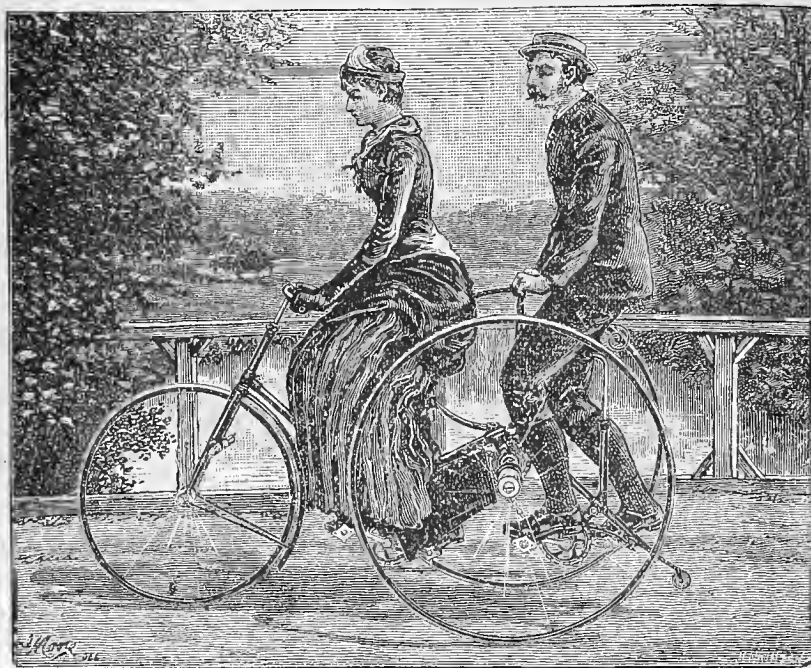
Victor swing saddle and spring.

Width over all, 40 inches; width of track, 33 1/2 inches; base, 43 inches.

Front hub, 2 3/4 x 2 1/8; driving wheel hubs, 5 1/4 x 2 3/4. Handle bars, 28 inches; pear shaped handles, bent back. Adjustable L pins. Lamp bracket on front. Spoon brake to front, and band brake to back. Can be steered by either or both riders. Lady can ride either fore or aft, or it can be ridden by two ladies.

Finished in black; with hubs, L pins, handle bars, brakes, and small parts nickelled. Price, f. o. b. in Boston, Mass., \$250. No extras.

THE * ROYAL * SALVO * TANDEM.



THIS TANDEM

— is made by —

Messrs. STARLEY BROS., of Coventry, Eng.,

Of whom the least to say is that they are makers by appointment to Her Majesty, Queen Victoria. Their name is a guarantee for honest work, and THEIR TANDEM will be found all that one could wish in such a machine. It is a shapely cycle, and has stood a year's test with the best results, no breakage of any account having occurred.

We have added several of our strong features to this Tandem, such as

COMPRESSED TIRES (guaranteed to stay),

VICTOR SWING SADDLE and SPRING, and SQUARE RUBBER PEDALS.

Loose tires cause more trouble on Tandems than on other cycles, as the double weight of the load causes a double strain on the rubber. This will be

The only Tandem with Compressed Tires.

See description, this issue of the BICYCLING WORLD, page 450.

Imported and sold only by

OVERMAN WHEEL COMPANY,
182-188 COLUMBUS AVENUE, BOSTON.

SINGER CYCLES.

1887 APOLLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE

OTTO PATENT

Corrugated

WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

See what the Bicycling World
says of it:

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2d, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus ~~~~~ It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the length of the bottom of

the U felloe, in order to get the tire into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly embedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.
A Superb Hill Climber.
Otto Tire.

A Fine Lot

— OF —

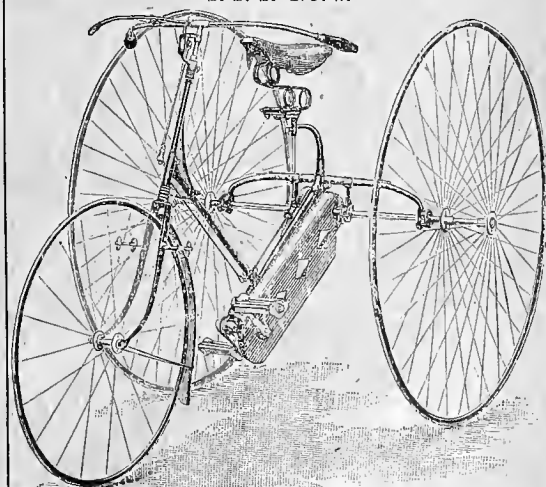
SECOND
HANDS

— AT —

VERY LOW
PRICES.

Bicycles,
Tricycles,
— AND —
Safeties.

S. S. S. NO. 2.



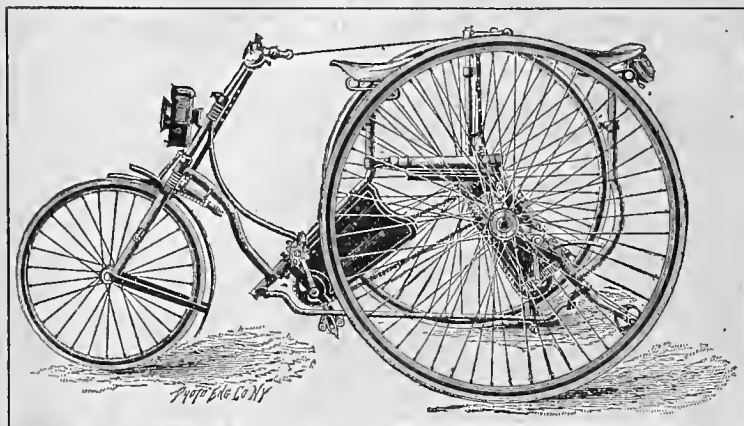
For Ladies and Light Weight Gents. Light and well made. Four Bearing Axles. Otto Tire.

W. B. EVERETT & CO., Sole U. S. Agents - - 6 and 8 Berkeley Street, Boston.

CUNARD BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

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D. ROGERS & CO., Sole Importers, 75 CLINTON AVENUE, NEWARK, N. J.

SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

Catalogues Free on Application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

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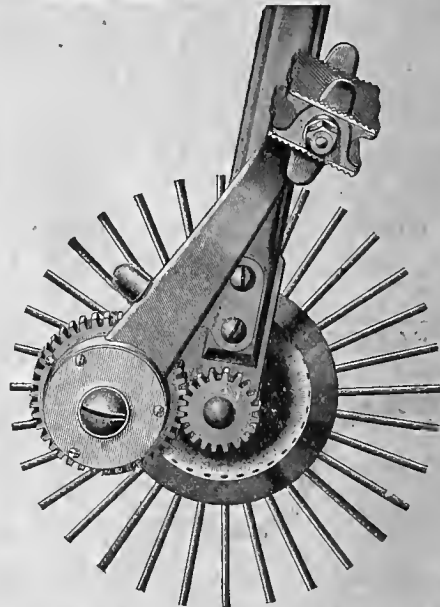
(YOST & McCUNE PATENT.)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.

Do not fail to examine before purchasing.



PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

The Springfield Roadster is made of the best weldless steel tubing and steel drop forgings, warranted against defects in workman's hip or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None depend on the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SONS, Sole Agents for New England,

147 Washington Street, cor. Cornhill and Brattle Streets, or, SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.

THE COVENTRY MACHINISTS' COMPANY.

THE * "UNIVERSAL * CLUB" * BICYCLE.



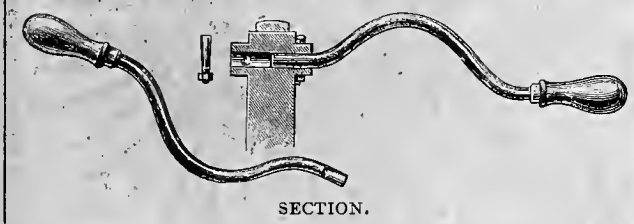
PRICE
\$105.

PRICE
\$105.

SPECIFICATION.

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with direct, but-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles, and Kirkpatrick saddle can be fitted at small extra cost.

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SOME RECORDS ON COLUMBIA BICYCLES CHAMPIONS OF THE WORLD.

AROUND THE WORLD, = = THOMAS STEVENS.

GREATEST DISTANCE EVER MADE INSIDE THE HOUR,
22 MILES, 150 YARDS, BY ROWE, AT SPRING-
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ACROSS THE CONTINENT, - - F. E. VAN MEERBEKE.
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PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,
235 MILES, BY MORGAN, AT MINNEAPOLIS,
DECEMBER 20, 1886.

		MILES.	TIME.			MILES.	TIME.
WORLD'S RECORD,	-	-	1-4	1.35	1-5	12	32.35
WORLD'S RECORD,	-	-	1-2	.12	5-5	13	35.18 2-5
WORLD'S RECORD,	-	-	3-4	1.50	1-5	14	38.01 2-5
WORLD'S RECORD,	-	-	1	2.29	4-5	15	40.41 2-5
WORLD'S RECORD,	-	-	2	5.11		16	43.26 4-5
WORLD'S RECORD,	-	-	3	7.48	4-5	17	46.14 4-5
WORLD'S RECORD,	-	-	4	10.41	2-5	18	48.58
WORLD'S RECORD,	-	-	5	13.23	4-5	19	51.40 1-5
WORLD'S RECORD,	-	-	6	16.12	3-5	20	54.25 2-5
WORLD'S RECORD,	-	-	7	18.59		21	57.07 3-5
WORLD'S RECORD,	-	-	8	21.41	2-5	22	59.46
WORLD'S RECORD,	-	-	9	24.26	4-5	23	1.08.22 3-5
WORLD'S RECORD,	-	-	10	27.07	1-5	24	1.11.28 4-5
WORLD'S RECORD,	-	-	11	29.51	3-5		

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Published Weekly. 179 Tremont Street, Boston, Mass.

\$1.00 a Year.
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BOSTON, 29 APRIL, 1887.

Volume XIV.
Number 26.

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WATCH HIM.

Don't believe him when he tells you that a cheap Bicycle with cart wheel bearings is "just as good" as a high grade machine with Bown's adjustable ball bearings.

Nothing is had for nothing.

Buy the best and it will behave well, ride well, look well, and SELL WELL after you have ridden it for years.

Victor Bicycles are all forged steel. If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay \$100 for it. All interchangeable. CATALOG FREE.

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MADE BY THE H. B. SMITH MACHINE CO., OF SMITHVILLE, N. J.

The only practical safety in the market combining Safety. Speed and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

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BICYCLES REPAIRED and NICKEL PLATED.

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Second-Hand Guns taken in Exchange for Bicycles.

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Wheelmen's Reference Book. Ducker, Good, mau & Co. This is a book American wheelmen cannot afford to be without. It contains Biographical Sketches of Leading Wheelmen, Description of Different Makes of Leading Wheels, Full and Complete Table of Records of England and America, League Officers, with Biographical Sketches, Table of Racing Events of the Year, Club Directory, Hints on Touring, Racing Rules, etc. Finely Illustrated. Price, 50 cents. This Publication and the **World** for one year, \$1.25. This is value with a vengeance.

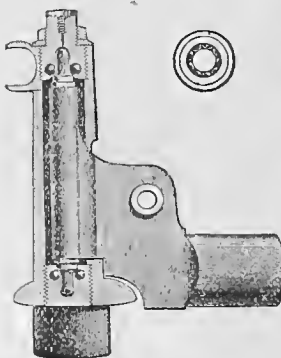
THE NEW MAIL.

LATEST AMERICAN HIGH GRADE WHEEL.



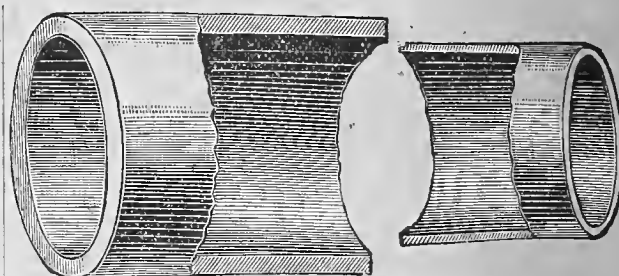
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SUPERB WHEEL!!



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1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest modern improvement! See testimonials in our catalogue.



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WARWICK'S NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



Warwick's New Rim.

No Seam outside. Thickened Metal at bottom. Cemented Tire.

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BOYS' BICYCLE.

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[Advertisements under this head, FIVE CENTS a line.]

FOR SALE.—56-inch Victor, '86 pattern, in first-class order. Also O. W. Co. hub lantern. Address, box 1593 Fitchburg, Mass.

FOR SALE.—One 52-inch Victor, '85 pattern, in excellent condition, tyres have no cuts, fitted with Butcher cyclometer. Price, \$95. Address, O. H. ALLERTON, JR., 252 Shady avenue, E. E., Pittsburgh, Penn.

BICYCLES AND TRICYCLES, new and second-hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE.—One 59-inch Columbia Light Roadster, full nickelled, ball pedals, hollow rim, almost new, \$100; one 51-inch Special Star, two-thirds nickelled, new, \$90. Reason for selling, owner wants to get tandem. Address, P. O. Box 604, Wapakoneta, Ohio.

PERSONS having a 53-inch Columbia Light Roadster, or a 48-in., 50-in., 52-inch, or 54-in. Columbia Bicycle, can find a purchaser by addressing CYCLE, P. O. Box 534, New Britain, Conn.

BICYCLES FOR SALE.—Bicycles and tricycles, all kinds, descriptions, and prices, from \$35 upwards. Call and examine or send for list to RUDGF AGENCY, No. 152 Congress street, Boston, Mass.

WANTED IMMEDIATELY, customers for Wright & Ditson bicycle 46-inch nearly new, \$15; also Victor tricycle, good condition, \$55; correspondence solicited. Address, COLUMBIA BICYCLE AGENCY, Box 596, Fall River, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE.—One 44-inch New Special Facile bicycle, latest pattern, cost \$135, price now \$100. Also a 44-inch Special Facile, used very little, cost \$135, price now, \$90. A. W. GUMP, Dayton, Ohio.

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FOR SALE.—One 58-inch Royal Mail, nickelled, 1885 pattern, in excellent condition, ball pedals, Lillibridge saddle, etc. Address, CHAS. F. JONES, P. O. Box 285, Newton, Mass.

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IS THE TIME TO USE

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FOR SALE.—New Humber 56-inch racer, twenty-two pounds. Will accept first reasonable offer. Address, H. M. P., 218 Baystreet, Jersey City, N. J.

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FOR SALE.—52 in. Victor, balls all round. In excellent condition. With or without cyclometer. Address D. W. N., No. 30 Summer St., Boston.

FOR SALE.—55-in. Apollo, balls all round. Saddle handles. Ridden only one month. Good as new. Reason for selling, I wish to ride the Apollo Safety. Address, or call on F. W. PERRY, 445 Shawmut Ave., Boston.

A BARGAIN. My 55-inch Rudge Light Roadster, built to order last season, with good rake of forks and 6-inch cranks. Been ridden but little and good as new. Price, including ball pedals and Butcher cyclometer, \$100, cost over \$150. W. G. KENDALL, 176 Tremont St., Boston.

FOR SALE.—Star bicycle of the '86 pattern, which has been used a portion of one season only, and is in good condition. Particulars can be obtained of C. O. LITTLE, 340 Washington St., Boston.

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The BEST LIQUID ENAMEL in the Market.

Made by an experienced English Enamel worker.

PRICE, 40c. PER BOTTLE.

MY GUARANTEE.—I will guarantee that no better Liquid Enamel can be bought at any price, or refund your money.

SIDNEY J. FRANCIS,
Fitchburg, Mass.

Discount to Dealers.



THE STRONGEST KNOWN

Bicycle Elastic Cement.

Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 cents. Don't wheel without it.

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ECLIPSE LAMP, NICKELLED	\$4 50
GEM	3 00
ENAMEL JET BLACK	75
" STEEL COLOR	75
" TRANSPARENT	75
ENGLISH ANTI-RUST NICKEL PASTE	25
BROOKS' IDEAL CYCLOMETER	5 00
BUFFALO BICYCLE STAND	1 00
DAYTON BICYCLE STAND	2 00
DIAMOND WRENCH, NICKELLED	1 00

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A few Second-hand Wheels for Sale Cheap. Write for Prices.

Bicycles and Tricycles 1886.

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THE
WHEELMAN'S GAZETTE,
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Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. Any one can apply it. A Suitable Brush given with each Bottle.

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.

152 to 158 Congress St., Boston.

Special Terms to the Trade.

Important.

Just as we go to press, we are advised that the Central Traffic Association have decided on one and one third rates, and have officially notified B. B. Ayers of such action.

A LARGE Western bicycle agent says that the Rudge Bicyclette beats the ordinary every time and adds "They are selling like hot cakes."

THE order for the Clarksville, Mo., world championship cup was placed lately with the Mermod and Jaccard Jewelry Company. It is to be two feet in height, and be composed of not less than one hundred and fifty ounces of pure coin silver. The base of the cup will be of roughened silver to represent a road running around the stem. The stem will be a tree, the branches of which will twine up the cup on either hand to form handles. The tree will be surrounded with a typical western rail fence, against which two bicycles will recline, one on each side, while grass and rocks will be shown at the base of the fence. A mile stone inscribed "100 M.," will also be seen on the mimic roadside. The entire body of the cup will show raised figuring in roughened silver of scenes from the road race, with road, trees, scenery and racers in strong relief. A belt will encircle the rim of the cup as an emblem of the belt road over which the race is run. A top or cover will fit into the cup, and both will be lined with gold. The top is yet to be designed, but a globe of silver washed with gold will cap it, emblematic of the world, with wings protruding from either side. This, in turn, will be surmounted with a cyclist in racing tights, head down and in racing position. The handles will also be washed with gold, as will also the inscription plate. When finished the cup will be placed on a handsome velvet-covered stand, and be sheltered by an immense glass case. The cup is to cost \$300, but this will represent actual cost price, less dealer's profit, and it will therefore be really more valuable than the figures show.

THE Wilkesbarre Bicycle Club are building a three-lap track, and will inaugurate the same 4 July, in connection with the first annual meet of the Pennsylvania Division L. A. W. It will also be the occasion of the third annual tournament of the Wilkesbarre club. It is the intention of this club to make this the best and largest meet ever held in Pennsylvania. For particulars, address J. G. Carpenter, manager, etc., 51 West Market street, Wilkesbarre, Pa.

THE Technology Cycling Club will hold a record-breaking meet at Lynn on the afternoon of 7 May, in conjunction with the spring meeting of the Athletic Club. The events will be a two-mile race for the Technology record (7m. 50s.); one mile for club record; three-mile

handicap; class championship race. The Athletic Club has offered a gold medal to the winner of the two-mile race.

THE Springfield Bicycle Club Minstrels will appear at the Opera House under the auspices of Wilcox Post, 23 and 24 May, of Springfield. The minstrels have effected a permanent organization as follows: Business manager, W. H. Selvey; stage manager, A. C. Patterson; secretary, W. N. Winans; treasurer, F. A. Nickerson; property man, F. W. Westervelt; assistant property man, C. W. Peters. The minstrels have evidently come to stay, and with Messrs. Nickerson and Patterson in the ranks, they cannot fail of continued popularity.

THE second assembly of the Boscobel Bicycle club, of Lynn, Mass., took place in Exchange hall Friday evening. Visiting wheelmen were present from Beverly, Salem, Peabody, Marblehead and other places. The grand march moved at 9 o'clock, led by J. T. Stevens and lady, and 70 couples participated. Perkin's orchestra furnished excellent music, and dancing was enjoyed until after midnight. At the close of the dance the visitors were invited to the club rooms on Central avenue and here an entertainment and refreshments were enjoyed. The following gentlemen are deserving of the credit for the success of the party: Floor director, J. T. Stevens; assistant, Harry G. Fisher; aids, E. F. Bergholtz, T. Ray, E. A. Packard, G. A. Heron, P. F. Chase, J. W. Bowley, C. A. Johnson, S. Truesdale, S. Steel, C. A. Saunders and N. Webber, Jr.; reception committee, R. J. Heron, R. Campbell, C. A. Carlson, H. N. Forsyth, W. L. Lewis, E. A. Truesdale; committee of arrangements, Henry N. Forsyth and John T. Stevens.

THE Buffalo club will endeavor to have a club house of their own. It is thought they can get what they want for about \$2,500, and as a starter they have already a fund of \$1,700. Messrs. Churchill, Dakin and Butler were appointed a committee to select a site.

THE delay in getting out the Victor Safety, is due to a slight change which will improve the machine. This may compensate many who have been waiting anxiously for their mounts.

MESSRS. STODDARD, LOVERING & COMPANY, recently received an order from one firm for a dozen Rudge Bicyclettes.

THE new Columbia trike is to have direct instead of tangent spokes as was at first intended.

THE *Cycling Journal* comments on the curious fatality in which men during the Easter meeting, duplicated their positions. There were no less than thirty-seven, in different places, who did this thing. Macredy at Dublin, however, won four firsts.

SEND for a stick of Stickertine, and be happy.

Recent Patents.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston.—

No. 359,601, Bicycle backbone. T. B. Jeffrey, Chicago, Ill.

No. 359,609, Velocipede. T. B. Jeffrey, Chicago, Ill.

No. 359,629, Bicycle Brace. A. O. Petit, Chicopee Falls, Mass.

No. 359,800, Home Trainer. I. McClintock, Williamsport, Pa.

No. 359,809, Bicycle Wheel. C. A. E. T. Palmer, Handsworth, England.

No. 359,863, Velocipede. John Harrington, Coventry, England, assigned to the Pope Mfg. Co., Portland, Maine. Spring for small wheel of bicycle.

No. 360,017, Velocipede. E. C. Hernandez, Boston, Mass. A bicycle.

No. 360,162, Velocipede. H. A. King, Springfield, Mass.

No. 360,392, Bicycle Lantern. F. P. Prindle and C. H. Kozl, Washington, D. C.

No. 360,770, Bicycle Bearing. J. H. Palmer, Rockaway, N. J.

No. 560,595, Bicycle. R. Johnson and G. W. Perfer, Jr., Wilkesbarre, Pa. Of the Star type.

No. 360,760, Steam Tricycle. L. D. Copeland, Camden, N. J.

No. 361,024, Tricycle. C. M. Reed, Connersville, Ind. and W. C. Frazer, Clemont, Ind.

No. 363,233, Ball Bearing, for Bicycle. S. A. Parker, Chicopee, Mass., assigned to Pope Mfg. Co., Portland, Maine. A ball-bearing head.

No. 361,280, Bicycle. L. B. Gaylor, Stamford, Conn. Of the Star type.

No. 361,310, Bicycle. A. C. Morrison and P. Filliez, Canton, O.

No. 361,741, Motor for Velocipedes. J. Witt, Los Angeles, Cal.

No. 361,523, Bicycle Backbone Bending Machine. T. B. Jeffrey and Luther M. Cottle, Chicago, Ill.

No. 361,530, Velocipede. C. Kramer, Albany, N. Y.

No. 361,581, Tricycle. S. C. Ellis, St. Louis, Mo.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of 25 cents (the government charge) by Mr. Williams.

FIXTURES

(Secretaries and managers will oblige by sending us data for this column).

20, 21 May.—Annual meet of the League of American Wheelmen—St. Louis, Mo.

23 May.—The great 100-mile road race, Clarksville, Mo.

30 May.—New York and New Jersey Team Road Racing Association's 25-mile race—Irrington, N. J.

30 May.—Handicap road race—Chicago.

1 July.—Canadian Wheelmen's Association annual meet—Brantford.

4 July.—Tournament at Wilkesbarre, Pa.



FOR THE SEASON 1887.

THE CENTAUR BICYCLE

A Thoroughly Built
A Highly Finished
A Modern Constructed

The Juvenile Apollo, the Youths' Apollo, and Acme Bicycles.

A WORD TO AGENTS.

We are ready to place our agencies with responsible parties (where we may not now be represented), and to that end invite correspondence. Send for catalogue and prices.

ST. NICHOLAS TOY CO.

Office and Factory, 784 to 794 Madison St. Wholesale and Retail Salesroom, 36 Madison St., CHICAGO.

A few more copies of "Cycledom" left.

Send us 50cts. for one copy before they are all gone. **BICYCLING WORLD CO.**

H. D. HEDGER & CO.,

BICYCLE MANUFACTURERS,

REPAIRERS,

NICKEL PLATERS

AND

PAINTERS,

8 and 10 CHURCH ST.,

BOSTON, MASS.

SPADE HANDLES?

Handsomest, Strongest, and Best Handles in the Market,

ONLY \$2.50.

We have them to fit any Cycle made.

C. W. SPINNEY - - Fitchburg, Mass.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and legally drawn. Special attention given to inventions pertaining to cycling and photography by an expert in those branches. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, room 47 St. Cloud Building, Washington, D. C.

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Pay you to send to

HOWARD A. SMITH & CO.,

Oraton Hall, - - NEWARK, N. J.

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THAT YOU MAY WANT.

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Acme Saddles, Indispensable Lantern Carriers, Dropped and Cow Horn Bars, Rubber Tires and Cement, etc., etc.

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SECOND-HAND ^{TRADE} CYCLES,

AND TAKE THEM IN

EXCHANGE

For new "New Rapids," Quadrants, Sparkbrooks, Victors, Stars, New Mails, Faciles, Rovers, Humbers, or any other machines. Sole agents for New York, for the New Rapids, Quadrants, and Sparkbrook. Send for circular and list of second-hand cycles and sundries.

NEW YORK BICYCLE CO.,

38 PARK PLACE.

HARLEM BRANCH, 124th St., and 7th Ave.



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Bought, Sold, and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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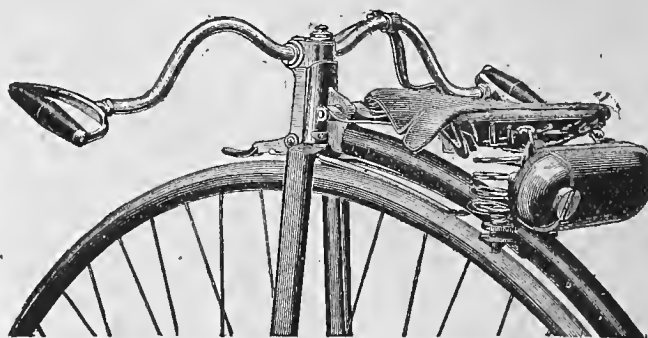
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EDITORS.

C. W. FOURDRINIER. J. S. DEAN.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 29 APRIL, 1887.

WE print the L. A. W. election returns, from all the States, in another column. For the information we are indebted to Secretary—Editor Bassett.

SPECIAL NOTICE to our readers, patrons, and exchanges. On and after this date please bear in mind that our address is No. 10 Pearl street.

WITH this issue the readers of the WORLD will look their last on the now well-known make-up and heading of the BICYCLING WORLD. Don't start, gentle reader, we have not stopped publication. On the

contrary, we are about to branch out and set the type for the paper ourselves. The appearance of No. 1, Vol. XV. will be very different from that of the past issues, and we trust the change will be voted as an improvement. It is the aim and intention of the management to keep abreast of the demand for a good weekly, and the constantly increasing requirements of the cycling public.

WE hesitated a long time before we could fully make up our mind to displace the familiar heading that has now appeared for nearly nine years at the top of the first page for a new and more artistic one. and while we have the affection born of conservatism and dislike of change, we feel that the original design had somewhat lost its significance. It was originally intended that the WORLD should also embrace archery and chess among its specialties. This, however, after a brief season, was abandoned, but the old design still retains the chessboard and the arrow, typical of the pastimes that were to be treated of. In our old garb we shall be known to you no more; but we hope, when we make our bow in new apparel you will recognize the old friend, although arrayed in a fine new dress.

THERE has been great goings over across the pond. At the Easter training a lot of wheelmen were pressed into military service and great larks were had. Cyclists with despatches were chased along the highways by the cavalry, but seldom caught.

Wheelmen were sent out to reconnoitre the enemy's ground and brought back accurate accounts of the lay of the land.

The silent speedy "machinists," as the volunteer cyclists were called, demonstrated that for certain purposes the wheel can be made a valuable adjunct to military movements on land. The English press speak very enthusiastically of the result of the experiment, and it looks as if Great Britain would follow France and Germany in establishing a permanent cyclists corps. We fear the poorness of our roads would militate greatly against any extended use here. It were a pity.

THIS leads us to refer to a letter in the last issue of our good friend *Wheeling*. A correspondent who represents himself a "deluded" ex-member of the C. T. C., rails much against that organization's

with its "pill box lid" certificate of membership, and closes a sharp letter with this sentiment. "My idea is, that thousands would subscribe to a roads improvement association, unconnected with any existing institution, if started under proper auspices." This same feeling exists in many minds here. Wheelmen would, we know, encourage liberally any organization that gave reasonable promise of improving the condition of our highways. Why, we really believe that even Karl Kron would join such an association. Of course, a national organization with such objects could accomplish nothing in this great country, but sectional institutions could do something, we feel sure. The improvements of roads is what cycling needs more than anything else.

WE have not had the time or the inclination to read it, but there is a certain work of recent issue, but of ancient beginnings which contains the appalling announcement that another production by the same author is contemplated. We had hoped in common with many tired wheelmen, that there might be no such thing as "another." Such, however, seems not to be the case, and we fear ere long we shall be inflicted with a lot of voluminous circulars, seeking our subscription to a book, for which our executors or administrators may have to pay.

It is *not* the *Bicycling News* which says "there can be no doubt whatever that Woodside is a grand rider, and rides with great dash and judgment. This recognition of merit by even so fair a paper as *Wheeling* does our Yankee hearts good. May "Woody" show the way around to England's best man, is our devout wish.

THE Racing Board's permission to clubs to pay the entrance fees, and travelling expenses of members, "yields to what it recognizes as a popular demand." We now begin to have a hope for the Racing Board, and so long as it yields to the popular demand, we will doff our cap to it.

THIS week we give ample space to matters pertaining to the League Meet. We give it in full, as kindly furnished by the committees, and we shall continue so to give it, to the end that such of our readers who intend going to St. Louis, may be posted.

From Erin.

THE Irish Cycling Associations' annual Easter tournament has come and gone, and the American team made their first effort before a British audience, and although they were practically crippled through the N. C. U. causing a stampede of the amateurs who were to have competed against the Americans, thus spoiling what would have certainly been some very interesting contests.

Of course you know the I. C. A. had granted a special sanction for the Amateur's Professional events, and of course relied on the N. C. U. to back them up, as the latter body has always recognized all the doings of the Emerald Isle cyclists. But whether the

NEW COERCION BILL,

now pending in Parliament, or the weather affected the Britishers who run the N. C. U. remains to be told; at any rate they said, and said plainly, "If any of you pure amateurs compete against those blasted Yankee professionals, we'll excommunicate you for life, d'ye hear?" So the jig was up, and a stampede followed, the amateurs not wishing to risk their standing of "pure and simple." The Irish amateurs were all in unity, almost to a man, to let the N. C. U. go to the demerit bow wows, and go ahead against the imperial decree; but a few cool heads, such as Macredy, *Irish Cyclist*, said, "we want to have a go for those Englishmen at Cathcart's tournament, and if we now

DEFY KING, TODD & CO.

they may make it summer heat for us later on." So the most promising of any contest on the cycle in Ireland was killed to satisfy old fogey ideas.

You must not, however, think the I. C. A. tournament was a failure. Oh, no; it was a grand success, and better races between amateurs, closer finishes, and better management was never seen on any track. There is some excellent material in Ireland to make Howells and Furnivals out of it, if properly prepared.

The professional races consisted of one and five miles road. Woodside, from scratch, won both in record time for Ireland in 2.44 and 15.11. The best amateur time being somewhat slower, ten seconds, in the mile, and better in the five. Mayes, the London crack, came over and received a surprise by seeing some of the Irish novices play with him from scratch. His condition, however, was decidedly off, as he looks a big, strong fellow enough, and, when trained, should go well. Macredy, the *Irish Cycle* editor, pushed his racing Quadrant, however, to victory easily in the two tricycle handicaps, and a rare goer he is, too. Percy Low, the

COLLEGIATE-LOOKING ASSOCIATE

editor of the cycling reform journal *Wheeling*, came over with Mayes and was accompanied by that veteran crack amateur, C. E. Liles, of London — Gaskell's old opponent. Mr. Liles tells me

he don't propose to race this year, and will probably retire on a record unsurpassed in his time. In the course of a pleasant chat, the Raneleigh Harrier gave me many pleasant anecdotes of Herbert Gaskell, and the great races he (Liles) had with his brother club man. I unconsciously made a hit with the handsome *Wheeling* editor, by referring to him at the splendid dinner given by the I. C. A. as

"THE LUTHER OF CYCLE REFORMATION."

Was I not right, Mr. Editor and fellow sufferers? Has not *Wheeling* done much to hasten the cycling millennium when antagonistic cycle bodies will cease their warfare, and all cyclists will be known by the common free masonry?

I must tell a little story at the expense of the dignified Percy Low, however, and must couple with it Liles and the "Professor" you read of in *Wheeling* so often.

The Professor had come over from London ostensibly to see Ireland, but his principal object was to back Mayes to win every time. The London party, however, two days before the tournament commenced, took their man to the track and were horrified to see a novice I had been training, run clean away from Mayes in practice. The Professor clutched his gold and never spoke of betting. Mayes, the second day, however, won the final of the half mile heat race from scratch, and the hearts of

THE LONDONERS FELT HAPPY.

The mile came, Mayes won his heat handily, and then a council of war was held between Low, the Professor, and Liles, and the outcome was they decided to place a heap of gold on the chances of Mayes winning the final. My novice had won his heat, and they, therefore, counted on him to make the pace to catch the limit man (Du Cros), thinking then that Mayes, being a good one on the spurt, would land the mile. When the race came, however, some friends of mine backed Du Cros, and I confess some of my money went there, too. My novice, who had previously been brought down by a rider's carelessness, was told to go easy the first two laps, and spurt home. When the pistol sent them off, Mayes soon caught the novice (who had ten yards) and to the horror of the Londoners, the latter sat up and allowed the limit man to get away in fine style. The result was on the final spurt; Du Cros finished an easy winner, with the novice beating Mayes for third place. The face of the urbane Percy was a study, when he walked across the ground, and meeting Liles and the Professor, who looked as if they had lost an aunt, Low commented thusly: "I tell you, gentlemen, Teddy Mayes is a fraud."

I'm sorry to give you away, Low, but the joke is I got some of your dust, ditto Liles's and the Professor's.

The Irishmen arranged a grand day's excursion on wheels for the visitors, to Powerscourt, a very picturesque spot

about fifteen miles from Dublin. About twenty went on cycles, but

THE LAZY PART OF US,

including Low, the Professor, Liles, and the American team, patronized the jaunting cars. A drive through Earl Powerscourt's five-mile Park, which for scenery can't be beat, was much enjoyed, and a photograph taken at the celebrated falls of that name, and a dinner to which forty of us sat down, was a part of the day's fun. Ten thousand people attended the tournament this year, and fifteen hundred last year. Comment is unnecessary.

SENATOR.

In and Around Newark.

It is rumored that the Atalanta Wheelmen will soon erect a handsome clubhouse in the upper portion of Newark.

THE Brooklyn Bicycle Club has elected the following officers for the ensuing year: L. W. Slocum, president; Dr. A. C. Brush, vice-president; H. H. Koop, Jr., secretary; H. E. Raymond, treasurer; A. B. Backman, captain; W. H. Meeteer, W. S. Vail, lieutenants; Dr. A. C. Brush, surgeon; E. Williams, color bearer; W. E. Fuller, bugler; I. B. Potter, W. F. Homan, trustees.

MESSRS. H. A. Smith, C. A. Stenken, C. W. Higgins, Dave Clark, and C. R. Miller, took a jaunt to Llewellyn Park, South Orange, the Oranges, and Caldwell on Sunday, and pronounce the roads for the most part in good shape. The day was a beautiful one, and the party thoroughly enjoyed its outing.

THE Roseville Athletic Association has made arrangements to play their baseball games on the grounds of the N. J. C. & A. A. The games for the most part will be played on Saturdays, the Cycling Association reserving eight Saturday afternoons during the season for its own use. The Mutual Benefit B. B. C. will also practice on the grounds this season.

DR. JOHNSON has been elected captain of the Hudson County Wheelmen, vice-Captain Woodward, resigned.

A GENERAL run of the Orange Wanderers will be made to South Orange 4 May. The bicycle division will go to Pine Brook, 7 May, and the tricycle division to Upper Montclair, 14 May. 6 May a general run will be made through the Oranges.

A BICYCLE race from Jersey City to Philadelphia is being discussed by the riders of this vicinity. The Hudson County Wheelmen would undoubtedly enter several of their fast ones and the clubs in this section would not be behind the times in making entries. Members of the H. Co. W. are the originators of the scheme.

TEAMS are at work training for wind and muscle, over the Irvington-Milburn

course, in anticipation of the Decoration Day race. The K. C. W. and H. C. W., remain prime favorites for first and second places, although the Elizabeth Wheelmen are recognized as dark horses. The latter club is possessed of good material, and it will not be for want of pluck or training, if the boys fail to come to the top of the list.

I SEE it stated that the Essex Bicycle Club will have a team in the Decoration Day road race. This is a mistake, as the club is not a member of the "Alphabetical Association," and hence *cannot* enter a team, nor do they want to do so.

THE May runs of the Essex Bicycle Club will be as follows: 5, moonlight run to Caldwell; 7, Montclair, Orange, South Orange, by moonlight; 14, follow the captain, a scorcher; 21, Stonehouse Plains; 28, Short Hills; 30, all-day run to New Brunswick and return.

RATCHET.

NEWARK, N. J., 26 April.

Salt from Syracuse.

TOM STEVENS was in Auburn State Prison last Friday. He went to Auburn to lecture, and the boys ran him in behind the big iron gates. Then they took him to one or two wagon shops up there, and to the hotel, and he had "done" Auburn. The lecture was not a success lecturally or financially. Stevens, they say, has good material for a talk, but he has a poverty-stricken delivery, which makes his good things fall flat. He has hung to handle-bars too long to be able to make free and easy gestures. He needs lessons in elocution.

OLD Earth would have a hard time of it without rain, but the wheelers here say they can get along without water (and they are all temperate), on Tuesday nights. Rain knocked us out of a run last week, and the members of the club who wear diamonds, checked shirts and collars, and ride in dress suits, are betting six to nothing, with no takers, that it will shower on Tuesday next. If it gets in the habit of pouring on Tuesdays, the club runs will take place on Monday evenings, and thus euchre "Old Probs."

SPEAKING about dairy farms, reminds me of one or two in this county. Rice-ney, the unicycle rider, stopped for a glass of milk, last summer. He offered to pay for it, which in itself was something strange, but the farmer said: "Oh, no, yer don't. I've lived hereabouts for nigh on to fifty year, and no poor soul ever came asking anything so small as this of me, but he got it. That milk is from old Bess, and she'll give down for one of you whirl-a-gig fellers quicker'n lightning. Don't be afraid, there's more where that come from." And so he drank another schooner. That's a sort of a salt pointer, but it's a straight one.

H. R. OLMSTED & SON, for a long while

agents here, are still in the ring, and this season are taking several lines of wheels. They have quite a line of curiosities in the shape of second-hand bikes. The old wheels look ashamed of themselves as they glance over towards the wheels of 1887—and they should. What will the wheels of 1890 be like? [Aluminum. Ed.]

THERE are a good many here who would like to make a wheel go round, but they are waiting for the prices to take a header. Prices don't seem inclined to come down this spring; maybe, they will drop when the fall comes.

"CYCLE," writing from Reading, in last week's *Bulletin*, tells that good old bank-president-poker-4-kings-and-an-ace-story. We always liked to read that yarn, and hear it told; it takes us back to the days of our innocent boyhood. We are going to have it pasted on our new L. A. W. card table. SALINA.

St. Louis.

MR. EDITOR, do keep yourself and "Joe" away from that man, Kennedy-Child. He is smitten with our maidens, and is filling you up. However, he may not be exaggerating matters, after all. See for yourselves next month.

J. C. NORTHRUP, of Philadelphia, will exhibit a steam tricycle in the League parade. A plea for the ear of the manufacturers.

A FANTASY for tandems seems to have struck town, some of the purchasers never having mounted a bike, merely buying for the ladies' sake.

THE wail of the sardine may be heard on the river trip to Clarksville. Ladish has chartered the "Hudson," the speediest and prettiest built craft in the upper waters, but if this boat is filled, and the chartering of a second boat is not warranted, it will be hard lines for those missing the train for the banquet's sake. A special train has been suggested.

'T WAS rumored last week that the League races might still be held, at the Fair Grounds. Scheme died, but it may result in opening the Fair Grounds to wheelmen during the Meet, perhaps for aye.

HEARD of the Kirmess? Means, dance of the nations. Floyd-Jones's ponderous shape was seen in gypsy apparel, in the local event, and other cyclists participated. Oh, my!!

EDWARD SENSENEY, ex-C. C., who left but a short time ago for Vienna, lost his estimable wife by death, in mid-ocean. The boys regret any sorrow suffered by so fine a fellow. BREVITY.

New L. A. W. Racing Rules.

THE Racing Board, through Mr. Bassett, chairman, presents the following new rules and amendments.

Much of the Rule H has been made a part of the amateur rule and the Board has substituted the following for the old rule:

Rule H.—Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path; but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board.

Amended Rule. Rule 28.—In a lap race, the position of the first three men must be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point and no others shall score. The contestant who crosses the line first at the finish, shall for that lap score six points. The competitor who scores the greatest number of points shall be declared the winner, whether he rides the whole distance or not.

Amended Rule. Rule 29.—In a team race the position of the first three men shall be taken at each lap, as in a lap race, and the score shall be counted in the same manner. The aggregate scores of the team members shall decide the winning team.

New Rule. Rule 33.—Any club that places upon its list of events a race of different nomenclature than those given above must print upon the programme of the day, a rule to define the race that the officials and the contestants may clearly understand the conditions of the contest. Rule 33 shall be Rule 34.

LEWELLYN H. Johnson, of Orange, N. J., has purchased the good will and stock of McCoy, Collins & Co., and will thereafter push the Sparkbrook machines in that city and vicinity.

FRED WOOD will not probably leave Australia before June some time, as he has engagements to race with Rolfe the Australian, during the latter part of May.

THE great increase in membership of the Philadelphia Bi. Club is largely ascribed to the fact that this club has introduced ladies to membership, and the rights and privileges of same. This "departure" will be watched with interest by cycling clubs all over the country, and the results thereof noted.

DR. A. F. WYMAN of New Bedford writes, "The Rudge Bicyclette gives me the best of satisfaction. It is a coming favorite."

CURRENTE CALAMO

LAST Sunday was the real opening of the riding season hereabouts.

THE roads swarmed with cyclists, and the old rendezvous were crowded with the boys.

CHESTNUT HILL Reservoir was black with the old-time crowd of men, renewing acquaintances, and forming fresh ones.

WE are satisfied that we have grown rusty and soft during our long winter's rest. Our muscles and our wind are found to be much in need of bracing up.

PRIAL does not divulge the name of the "Colonel," because he fears the libel law. If Mr. Prial knew who the "Colonel" really was, and could *prove* it, he need not fear any suit for damages. *Guessing*, however, is dangerous in some cases, and brother Prial appreciates that fact.

CAPT. PECK and Messrs. Farrington, Cobb, and Burr, of the Massachusetts Club, will wheel from Boston to Washington, during the month of June. They will go by the Long Island route, stopping at all the principal cities on the way. They will return from Baltimore by boat, direct to Boston.

LEAGUE members will be glad to learn that Capt. Peck has received the appointment as consul for Boston. This is a wise selection. The acceptance of the position by Mr. Peck is a pledge that the office will receive a full and proper share of attention.

MR. F. ELWELL, of Portland, Me., was in town last week, and in conference with Capt. Whitney, of the Bostons. The outcome of which will be a most delightful tour during July through a section of the Provinces never traversed by a bicycle. The roads are, however, excellent. Quebec, the Falls of Montmorency, and the Saguenay will be visited. The trip will take two weeks, and the estimated cost will be about \$50. Membership limited. We will give particulars later.

THE Martha's Vineyard (Mass.) Club are as yet without official information as to the proposed visit of the Massachusetts wheelmen this summer. A committee appointed for the purpose recommended that a camp be held on Martha's Vineyard during the summer of 1887, at the annual meeting of the Club held at the Quincy House on 22 January last. It is particularly desirable that the officers should confer with the executive committee of the Martha's Vineyard Club, that arrangements may be made to add to the pleasure of their visit.

THE "Owl" ruffles his feathers, and screeches out his protest against the term "tough" as applies to cyclists. We do not know but the "Owl" is right in objecting to our going to the slums for a term to be tacked on to the very respectable sport of cycling. To the outsider, it no doubt has an unsavory odor, but to

the cyclist it hath the innocent meaning of the slang English "scorcher." If that fits the fastidious taste of his Owlship better, we will forswear "tough," and embrace the *Anglice* "scorcher."

COMPARE the price of ground rents in England and America: The Springfield track costs \$1,000 for the usual fall tournament, while the Lilliebridge Grounds, in London, cost about \$18 a day, and the Aston Grounds, Birmingham, about \$50. Quite a difference. Of course, the 10,000 crowd per day that makes the immense expenses of Springfield possible are unknown in England, and the admission of "two bob" charged at Springfield would be equivalent to prohibition in England.

THE great Ruskin is down on cycling, and hear what he says: "I not only object, but am quite prepared to spend all my best 'bad language' in reprobation of bi-tri-and-4-5-6 or 7-cycles, and every other contrivance and invention for superseding human feet on God's ground. To walk, to run, to leap, and to dance are the virtues of the human body, and neither to stride on stilts, wriggle on wheels, or dangle on ropes, and nothing in the training of the human mind with the body will ever supersede the appointed God's ways of slow walking and hard working." We will accept Mr. Ruskins' view on art and kindred subjects, but, as an authority on the subject of cycling, we vote him *non compos mentis*.

WESTERN air is invigorating, no doubt, but we did not think it so full of tonicity as to increase the size of Rowe's proportions to 6 feet 9½ inches. If this is so, and as stated by an exchange, we shall hear of Mr. Rowe retiring from the path and making an arrangement with Barnum as running mate to the Chinese giant.

KARL KRON has exhausted the patience of the Eastern writers in endeavoring to have them abandon the "English slang" word "cyclist" for the more American "cycler," and so goes West and tries his hand on Merrill in naming his paper. This "straining at gnats" was always one of Karl's peculiarities, but be it said, in justice, that the worthy Karl will tackle and strain at larger game when called on.

SOME wheelmen forget that because they have rights on the road, they cannot deny like privileges to horsemen. It seems that Philadelphia has such a cad, and the *Item* very properly calls attention to the incident, condemning same, of course. Alas, for the honor of the sport. There are many cads in the ranks of cyclists — even in Boston.

MR. GEO. A. JESSUP, of Scranton, Pa., has been elected chief consul for the State of Pennsylvania. That State is entitled to twenty-five representatives. We notice Dr. F. J. Richards, of Williamsport, pulls the highest number of votes (616) for representative.

A PARTY of wheelmen met a funeral procession, near Carondolet, Mo., the

other day. The fiery, corn-fed hearse-horses shied. In doing so, the pole of the hearse swung into the bicycle of a rider, and, lifting machine and rider, carried them against a fence at the side of the road to which the horses had run. The bicyclist was not injured, nor was his machine broken. It takes a good deal more than a funeral procession to injure a St. Louis wheelman.

HOWELL does not accept the challenge of Woodside, as made by Morgan. Howell says he will not race any distance over twenty-five miles, neither will he consent to time limit. He names Mr. Geo. W. Atkinson, of *Sporting Life*, as referee, in place of Mr. C. Perry, of the Boston *Herald*. There is no doubt but that terms will be agreed on. The "Chippies" always have to indulge in just so much newspaper sparring. It advertises it, that is all.

FRED LEES beat R. Howell, handily, at Leicester, 9 April, in a one-mile race. It was a surprise party to Mr. Howell and the book makers. The quotation just before the final, being two to one on Howell, and two to one against Lees, with four starters.

FRED WOOD speaks in the most flattering way in which he has been treated by the Australians. He has had a right royal time, and though the trip may not prove a financial success, Wood has managed to do pretty well. Con Dwyer acknowledges the superiority of Wood, as well he may.

IT is an unfortunate fact that there are two Woods, who have been racing in Australia, this past few months, and the consequence is that Fred Wood has often been charged with defeat, when it should have been placed to the debit of C. R. Wood, an Australian.

MR. ALFRED NIXON has been going for the records again, but finally abandoned it, as the roads were in a fearful condition. It took him twenty-eight hours' continuous riding to do one hundred and twenty miles, and so, to use his language, he "decided to chuck it."

POOR Tom Eck seems to be in hard luck lately, breaking his limbs. While racing at Fairbault, Minn., 14 April, an idiotic biped, bearing the semblance of a rational being, attempted to cross the track just as Eck was coming round at racing speed. A collision was the result, and we are sorry to record that Eck broke his wrist and fractured his leg. We regret we cannot chronicle the smashing of the fool who caused the accident.

THE Rudge people are always alive to opportunities, and take advantage thereof. In last *Wheeling* they have a picture of a warrior bold fully equipped and armed, mounted on a Coventry Rotary, which they now call the "Military" tri-cycle. The rifle is fastened along the long tube connecting the two steering wheels, and altogether the "sojer" looks

SEND
FOR
1887
CATALOGUE.



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RUDGE CRESCENT TANDEM (CONVERTIBLE).

Bicycle Double Steering, Combining More Valuable Features Than Any Tandem Extant.

Price, \$250.

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152 Congress Street - - - - - BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.



We didn't have as long
A LINE OF WHEELS
LAST YEAR AS
WE HAVE THIS,
But we received the
FIRST AWARD AT THE NEW ORLEANS EXPOSITION

Just the same, and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY

and will be mailed on application.

GORMULLY & JEFFERY MFG Co.

MANUFACTURERS OF THE

AMERICAN CYCLES

222 to 228 North Franklin Street,

CHICAGO . . ILL.



a very formidable and blood-thirsty creature.

THE peculiar methods pursued by Sanders Sellers and "Doodle" Robinson when in training rather spoils their chances for winning races. These two gentlemen are jolly good fellows, convivially inclined, and therefore are apt to stray from the paths of strict rectitude, and look on the "wine when it is red," all of which is not conducive to good wind and staying qualities, so necessary to the successful racing man.

HAL GREENWOOD, of St. Louis, is aching for a foeman worthy of his steel to make a match over the De Soto course. This celebrated road is all hills that have the faculty of appearing to be all "up" whichever way you may be travelling. Greenwood claims to be the cock of the walk on that route, and he throws down the gauntlet to the world. Who will pick it up?

THE *Oregon Cyclist*, published at Portland, Ore., is still another new paper devoted to the interests of cycling, this time in the Northwest. Our friend, F. T. Merrill, is "responsible" for this new chick. Mr. Merrill asks us to "shake." We do, most heartily.

IN the whole State of Oregon there are only about one hundred and seventy-five wheelmen. The average roads in this country of the far West are not of the sand-papered order; but the Oregonian, with characteristic pluck, laughs to scorn the difficulties of rut and hill, and gets fun out of cycling when the effete Boston man would give up the ghost.

THE English cycling papers that have just come to hand teem with enthusiasm over the success of the cycling scouts at the spring manoeuvres. They did more efficient service than was possible for cavalry, outstripping the horsemen on every occasion when it came to a test of speed and endurance, — going where cavalry could not possibly go, and this, notwithstanding the hastily-gotten-together corps contained a lot of muffs and rag-tag and bob-tail.

As before stated, the N. C. U. 1887 championships will be run at Aston Grounds, Birmingham. We are pleased to notice that time limit is to be placed on the races, as follows:

	Time limit.
	H. M. S.
May 30.....1 mile bicycle	2 45
July 2......25 miles tricycle	1 28 0
July 2......5 miles tricycle	16 0
July 4......1 mile tricycle	3 0
July 4......25 miles bicycle	1 20 0
July 30......5 miles bicycle	14 45
Aug. 1......50 miles bicycle	2 45 0

THERE is no doubt but that the Oranges, N. J. and Elizabeths of the same State can turn out more lady cyclists than any given section covering the same area. Why Boston and vicinity should be so slow in the particular of increasing the popularity of the sport among the fair sex we cannot conceive. We hope that now the tricycle is nearing its perfected state,

we shall see more of the ladies on the road.

LIEUT.-COL. KENSINGTON, who took part in the commanding of the cyclist's scouting corps at the late English manoeuvres, is a most enthusiastic cyclist himself. Much of the success of the affair was due to the plucky example he set his men in riding up to the last inch of endurance, and thus knocking the cavalry all out of time.

A RECENT suit instituted at Middlebranch, Ohio, and growing out of the running over of a Canton cyclist by a carriage, developed the curious fact that there is no law in Ohio which compels a vehicle to turn out and give part of the road when passing another. The sooner this is corrected, the better it will be. We wonder that collisions between quadruped-drawn carriages have not elicited this fact before.

IT seems, from our Irish correspondent, that the action of the N. C. U., in refusing to grant permits to the professional-amateur contests somewhat spoils the interest of the meeting. The Irish amateur cracks did not want to jeopardize their standing, as they wish to have a crack at the Englishmen, and so the fun was spoiled; but the tenets of the amateur-rule worshipper have been upheld.

"IN this Easter's volunteer manoeuvres the often-mooted idea of employing cyclists to act as skirmishers and scouts was tested, and, in spite of every possible disadvantage to the wheelmen, was a most pronounced success. Owing to the short notice that was given, the most strenuous efforts of Lieut. C. J. Fox were unable to get together more than about seventy riders, on all types of machines. Of these the majority were very badly mounted, and a great many of them were novices who had ridden but a few times, and who could not manage their machines. Yet, in spite of these tremendous drawbacks, the affair was a great success, and it speaks volumes for the energy of, and the pains taken, by the officers, and of the untiring zeal of the few good riders who formed the leaven of this rather motley crew. The commanding officer of the corps was Lieut. Col. Saville, professor of tactics, who was assisted by Lieut.-Col. Kensington, artillery instructor to the British army, Major Carpenter, Major Knox-Holmes, Major Craigie, Captain Cohen, and Lieut. C. J. Fox, of the 'Duke of Cambridge's Own,' who was acting adjutant to the officer commanding, and but for whose untiring energy the whole affair would have proved a dismal failure."—*Bi. News*.

A PROMINENT Western bicycle agent writes to Stoddard Lovering & Company as follows:—"Please send me two more Townsend saddles and springs. Those who have tried them on the Rudge Bicycle say it is the easiest thing yet and riders are surprised at the effect on our rough roads and cobble stones."

Don't go "a cycling to-day" unless you have Stickertine with you.

WHEEL CLUB DOINGS

Plainfield Bi. Club Reception.

THE members of the Plainfield Bicycle Club tendered a reception at the Park House on Monday evening, 18th April, to the young ladies who so kindly assisted at their fair held in the club house 22, 23 Feb., at which they made \$545. Although the weather was very stormy, the hotel parlors were filled with the fashion and beauty of Plainfield and vicinity. The dancing which commenced about 9.30 was continued uninterruptedly, until midnight when supper was served and dancing resumed, and it was not until 2 A. M. that the festivities came to a close. Among those present were Mr. and Mrs. John M. Crane, Miss Murray, Miss Gussie Murray, Miss Minnie Murray, Miss Nettie Hetfield, Miss Carrie Manning, Miss Belle Duryea, Mr. Cook, Mr. Fred Walz, Mr. L. Rice, Mr. H. Gillette, David Runyon, Miss Runyon, Miss Lottie Zimmerman, Dr. Willis Anderson, Mr. L. G. Simpson, Miss Minnie Whiting, Miss Edith Harold, Wallace Serrell, Warren Burt, Miss Carrie Strenli, Miss Jean Erickson, Wm. Kirk, Duncan Morgan, Miss Bessie Morgan, Miss G. Randolph, Dr. R. G. Shaw, Mr. Weaver, Miss Margie Weaver, Herbert W. Stover, Charles Stover, Mr. A. L. C. Marsh, Miss Marsh, Miss Clara Bass, Miss Roberta Bass, Miss Eleanor Beal, Miss Emma West, Mr. Westervelt, Miss Allie Radford, Harry L. Dorrance, Miss East, Mr. Frank L. C. Martin, Miss Carrie N. Betts, Mr. Howard M. Martin, Miss Leonie A. Martin, Mr. Jas. M. Whitfield, Jr., Miss M. Rose Lowrie, Mr. Frank D. H. Heyniger, Miss Ella Moffett, Miss Kittie F. Newell, Mr. E. M. Van Buren, G. H. Squires, Jos. W. Sandford Jr., Mr. Borden, Mr. Fowler, Andrew McKinney, Chas. Wilkisson, Irving Daniel, Miss L. Taylor, Lawrence Van Buren, L. Waring, Miss Holmes, Miss Louise Depew, Miss Marie Depew. Yours,

F. L. C. MARTIN, Sec'y.

THE entertainment of the Cleveland Bicycle Club was quite a success on the evening of 16 April. The entertainment began by a fancy dress entry, on all kinds of wheels, in all sorts of costumes, covering the wild field of sublime to the ridiculous. The athletic exhibitions by T. H. Boggis, W. H. Cushing, Charles Blanchard, Professor A. Vancleve, and the small boy, Lew Morris, gave grand satisfaction. Vocal music was rendered by F. T. Sholes, L. L. Lanzell, F. R. Bill, C. T. Pratt, and A. E. Spooner. Mr. Boggis delighted the audience with some very creditable trick riding, his one wheel riding being particularly good. Two drills were given by the following corps: Messrs. Root, Jones, Boggis, Farnsworth, Paine, Sprackling, Chandler, Wagner, and Col- lester. The second drill, the one with lanterns, was especially enjoyed. R.

WESTFIELD (Mass.) Wheelmen's Association did itself proud last Friday evening on the occasion of a reception tendered Governor Ames. The Wheelmen's Association is not, as many have supposed, a strictly cycling organization. Originally, it was organized as such, but, owing to the comparatively limited number of wheelmen in town, and to strengthen itself, associate members were taken in, thereby transforming it into the organization of to-day—a cycling and a social club, whose membership comprises the representative citizens of the town.

A LARGE and enthusiastic meeting of the Montreal Bicycle Club, was held in the clubhouse, Mansfield street, on Thursday, 14 April, when the following were elected officers for the coming season: President, I. D. Millar (re-elected); first vice-president, F. G. Guedinger; second vice-president, J. T. Barlow; honorable secretary, Richard F. Smith (re-elected); treasurer, R. Lloyd (re-elected); committee, L. Rubenstein, A. T. Lane, E. W. Barlow, H. Joyce, I. T. Guardinger; captain, H. Joyce (re-elected); first lieutenant, J. T. Guardinger (re-elected); second lieutenant, E. W. Barlow (re-elected) bugler, J. T. Ostell; standard bearer, J. H. Robertson.

At the annual meeting of the Belt Road Wheelmen, of Clarksville, Mo., held 18 April, the following officers were elected for the ensuing year: President, E. N. Moody; vice-president, J. O. Roberts, Jr.; secretary, E. A. Clifford; treasurer, H. C. Cake; captain, H. C. Cake; first lieutenant, J. B. Downing; second lieutenant, E. D. Fern; bugler, F. E. Silliman. The club is making grand preparations to entertain the wheelmen who come to see the great one hundred mile world's championship race here 23 May. The Belt Road is in fine form, and the record must go as it did over the same course last year.

THE Star Bicycle Club was organized at Coldwater, Mich., Monday, with fifteen members, officers as follows: Charles Champion, captain; Harry Bassett, first lieutenant; Fred Loveridge, president; John T. Starr, secretary and treasurer; Gus Barlow, color bearer.

THE eighth annual meeting of the Brooklyn Bicycle Club, was held at the clubhouse, No. 112 St. Felix street, on the 12th instant, and the following officers elected for 1887-1888: President, Louis W. Slocum; vice-president, Dr. A. C. Brush; secretary, Hermann H. Koop, Jr.; treasurer, Howard E. Raymond; captain, Albert B. Barkman; first lieutenant, William H. Meeter; second lieutenant, William S. Vail; surgeon, Dr. A. C. Brush; color bearer, Eugene Williams; bugler, Waldo E. Fuller; trustees, Isaac B. Potter; William F. Homan.

PRESIDENT DAVOL of the Rhode Island Wheel Club is astonishing the residents of Warren R. I., on a Rudge Humber Tandem.

L. A. W. Elections.

THROUGH the courtesy of Mr. Abbot Bassett, Sec'y-Editor, we are enabled to furnish the readers of the WORLD the results of elections from all the States as far as heard from.

COLORADO.

Entitled to Chief Consul.

For Chief Consul.

Harry Petrie, Denver, 8.

CONNECTICUT.

Entitled to Chief Consul and 9 Representatives.

For Chief Consul.

Louis F. Tracy, Hartford, 265.

For Representatives.

W. M. Frisbie, New Haven, 275.
Wm. A. Hurlbutt, Stamford, 273.
Henry C. Ward, Middletown, 273.
Dr. C. R. Upson, Waterbury, 272.
Robt. F. Way, Hartford, 271.
Wm. Collins, Middletown, 269.
W. T. Williams, Yantic, 268.
E. Stewart Sumner, Bridgeport, 253.
Chas. H. Norris, New Britain, 145.

DAKOTA.

Entitled to Chief Consul.

For Chief Consul.

J. E. Gilbert, Mitchell, 9.

DELAWARE.

Entitled to Chief Consul.

For Chief Consul.

J. Edward Palmer, Wilmington, 12.

DISTRICT OF COLUMBIA.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

Edson B. Olds, Washington, 19.
E. P. Pettengill, 19.

For Representative.

W. F. Crossman, 19.

FLORIDA.

Entitled to Chief Consul.

For Chief Consul.

W. J. Farrell, Fernandina, 4.

INDIANA.

Entitled to Chief Consul and 3 Representatives.

For Chief Consul.

A. B. Irvin, Rushville, 92.

For Representatives.

W. H. Pontious, Crawfordsville, 69.
J. Fred Probst, Terre Haute, 59.
Frank F. Fee, Fort Wayne, 50.

IOWA.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

Frank B. Thrall, Ottumwa, 39.

For Representative.

D. G. Kirshbaum, Burlington, 32.

KANSAS.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

J. H. Everest, Lyons, 13.

For Representative.

W. L. Bates, Topeka, 20.

KENTUCKY.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

Edward Croninger, Covington, 47.

For Representative.

Hiram W. Lougley, Dayton, 45.

LOUISIANA.

Entitled to Chief Consul.

For Chief Consul.

Harry H. Hodgson, New Orleans, 20.

MAINE.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

F. A. Elwell, Portland, 22.

For Representative.

C. H. Lamson, Portland, 17.

MARYLAND.

Entitled to Chief Consul and Representatives.

For Chief Consul.

J. Kemp Bartlett, Jr., Baltimore, 143.

For Representatives.

George F. Updegraff, Hagerstown, 159.
W. L. Seabrook, Westminster, 159.
C. W. Abbot, Baltimore, 152.

MICHIGAN.

Entitled to Chief Consul and 3 Representatives.

For Chief Consul.

J. H. Johnson, Detroit, 62.

For Representatives.

Wm. Seyffardt, East Saginaw, 40.
F. A. Vernor, Detroit, 40.
C. A. Conover, Coldwater, 36.

MINNESOTA.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

S. F. Heath, of Minneapolis, 50.

For Representative.

C. H. Porter, Winona, 35.

MISSISSIPPI.

Entitled to Chief Consul.

For Chief Consul.

James Purvis Bruce, Vicksburg, 1.

MISSOURI.

Entitled to Chief Consul and 4 Representatives.

For Chief Consul.

W. M. Brewster, St. Louis, 114.

For Representatives.

A. C. Stewart, St. Louis, 113.
E. R. Stettinius, St. Louis, 106.
W. H. Cameron, St. Joseph, 96.
Edward Sells, St. Louis, 85.

NEBRASKA.

Entitled to Chief Consul and a Representative.

For Chief Consul.

F. N. Clark, Omaha, 14.

For Representative.

F. T. Mittauer, Omaha, 13.

NEW HAMPSHIRE.

Entitled to Chief Consul and 2 Representatives.

For Chief Consul.

H. M. Bennett, Manchester, 84.

For Representatives.

G. E. Philbrick, Portsmouth, 85.
F. H. Crapo, Concord, 84.

NORTH CAROLINA.

Entitled to Chief Consul.

For Chief Consul.

J. R. Yopp, Wilmington, 2.

WISCONSIN.

Entitled to Chief Consul.

For Chief Consul.

A. A. Hathaway, Milwaukee, 3.
Joy A. Hinman, Oshkosh, 3.

WYOMING.

Entitled to Chief Consul.

For Chief Consul.

Fred Bond, Cheyenne, 29.

CALIFORNIA.

For Chief Consul.

Robert M. Welch, Room 5, San Francisco.

For Representatives.

R. C. Woodworth, 8 Hill street, Los Angeles, 154.
John W. Gibson, 612 Hyde street, San Francisco, 154.
J. D. Atkinson, 764 Madison street, Oakland, 153.
C. C. Moore, Stockton, 153.

NEW JERSEY.

Entitled to Chief Consul and 14 Representatives.

For Chief Consul.

Dr. J. H. Cooley, Plainfield, 306.

For Representatives.

L. H. Porter, Orange, 312.
Dr. G. Carleton Brown, Elizabeth, 305.
John B. Langer, Newark, 312.
Willard P. Smith, Jersey City, 311.
Dr. J. A. Wright, Montclair, 312.
Dr. F. A. Kinch, Westfield, 307.
G. O. Waterman, Red Bank, 311.
F. D. Sensor, Millville, 309.

E. F. Burns, Smithville, 309.
W. J. Atkinson, Camden, 310.
B. S. Rose, Trenton, 310.
Howard A. Smith, Newark, 302.
W. B. Banker, Passaic, 312.
D. H. Merritt, New Brunswick, 311.

PENNSYLVANIA.

For Chief Consul.

Geo. A. Jessup, Scranton, 620 votes.
For Representatives.

Dr. F. J. Richards, Williamsport, 616.
Rev. Syl. Stall, Lancaster, 611.
S. B. Vaughan, Kingston, 611.
G. A. Gorgas, Harrisburg, 611.
W. W. Berry, Pittston, 610.
J. V. Stephenson, Greensburg, 608.
J. G. Carpenter, Wilkesbarre, 608.
D. K. Trimmer, York, 607.
E. J. Wanner, Norristown, 606.
H. E. Bidwell, Pittsburgh, 605.
W. S. Wintersteen, Bethlehem, 604.
H. W. Terry, New Castle, 601.
H. C. Creclins, Reading, 599.
G. W. Hamilton, Johnstown, 595.
G. N. Osborne, Philadelphia, 591.
T. Elwell, Philadelphia, 588.
K. Brown, Philadelphia, 586.
S. Jackson, Jr., Philadelphia, 570.
S. A. Boyle, Philadelphia, 556.
F. Read, Philadelphia, 533.
C. E. Stout, Bethlehem, 509.
E. L. Russell, Blossburg, 505.
J. E. Harder, Clearfield, 483.
J. B. Kaercher, Pittsburgh, 459.
C. B. Holly, Philipsburg, 230.

Scattering, 943.

The scattering vote includes 445 ballots cast for H. S. Wood, which were rejected by the committee, owing to his having taken up membership in Ohio.

MASSACHUSETTS.

DISTRICT 1.

For Chief Consul.

H. W. Hayes, of Cambridge, 108.

For Representatives.

Dr. W. H. Emery, of Roxbury, 105.
Dr. W. G. Kendall, of Boston, 104.
E. G. Whitney, of Boston, 103.
A. E. Pattison, of Boston, 103.
C. R. Dodge, 101.
C. S. Howard, of Boston, 99.
W. I. Harris, of Boston, 96.
J. S. Dean, of Boston, 92.

DISTRICT 2.

For Chief Consul.

H. W. Hayes, of Cambridge, 61.

For Representatives.

John Amee, of Cambridge, 60.
W. R. Maxwell, of Somerville, 60.
J. H. Grimes, of West Somerville, 59.
W. S. Slocum, of Newton, 59.

DISTRICT 3.

For Chief Consul.

H. W. Hayes, of Cambridge, 29.

For Representative.

J. Fred Adams, of Haverhill, 26.

Only one representative nominated and elected. The district is entitled to two.

DISTRICT 4.

For Chief Consul.

H. W. Hayes, of Cambridge, 22.

For Representatives.

F. P. Kendall, of Worcester, 16.
J. C. Spiers, of Worcester, 11.

DISTRICT 5.

For Chief Consul.

H. W. Hayes, of Cambridge, 31.

For Representative.

T. E. Bell, of North Attleboro', 31.

DISTRICT 6.

For Chief Consul.

H. W. Hayes, Cambridge, 46.

For Representatives.

Sanford Lawton, Springfield, 48.
W. O. Green, Holyoke, 42.

DISTRICT 7.

For Chief Consul.

H. W. Hayes, Cambridge, 10.

For Representative.

H. S. Wollison, Pittsfield, 7.

OHIO.

Entitled to Chief Consul and 12 Representatives.

For Chief Consul.

James R. Dunn, Massillon, 293.

For Representatives.

J. M. Tryon, Toledo, 293.
R. B. Cary, Elyria, 290.
F. T. Sholes, Cleveland, 293.
W. P. Harmony, Sidney, 292.
H. B. Hane, Marion, 293.
A. P. Seiler, Mansfield, 293.
F. L. Casselberry, Canton, 293.
Dr. C. H. Griffin, Ravenna, 293.
H. S. Francis, Urichsville, 293.
F. W. Hughes, Columbus, 292.
A. A. Bennett, Cincinnati, 292.
F. N. Smith, Portsmouth, 291.

RHODE ISLAND.

Entitled to Chief Consul and 2 Representatives.

For Chief Consul.

Dr. J. A. Chase, Pawtucket, 51.

For Representatives.

S. H. Day, East Greenwich, 46.
C. S. Davol, Warren, 45.

TENNESSEE.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

J. C. Combs, Nashville, 37.

For Representative.

J. S. Miller, Clarksville, 56.

UTAH.

Entitled to Chief Consul.

George A. Mears, Salt Lake City, 1; D. R. Davis, Salt Lake City, 1.

TEXAS.

Entitled to Chief Consul.

For Chief Consul.

W. A. L. Knox, Dallas, 3.

VERMONT.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

L. P. Thayer, W. Randolph, 36.

For Representatives.

W. T. Russell, Bellows Falls, 36.

VIRGINIA.

Entitled to Chief Consul.

For Chief Consul.

J. C. Carroll, Norfolk, 19.

WEST VIRGINIA.

Entitled to Chief Consul and 1 Representative.

For Chief Consul.

Jacob W. Grubb, Wheeling, 10.

For Representative.

H. P. Wilkinson, Wheeling, 9.

The Programme.

THE programme of the League Meet will be out about the first week in May, which will give everybody ample time to get thoroughly informed as to the details of the two days' proceedings. Every member of the L. A. W. will have a copy mailed to him as soon as they are issued, so don't bother about writing ahead for one. The exact date of mailing will be announced later.

The membership will be pleased to learn that the steamer "Chas. P. Chouteau," the largest as well as the most famous on the Mississippi has been formally secured for the big moonlight excursion down the river to Montezano Springs Friday night of the Meet. The accommodations this grand boat can offer for promenading, dancing, and a general reunion-activity are so spacious that the trip will be made the more enjoyable the larger the party of excursionists.

The excursion will be the object point of the day's runs. The run from DeSoto, for which cars will be taken early in the morning, will catch the steamboat at Montezano. The run leaving the Missouri Club-house at 1 P.M., will be down the DeSoto road to the Springs, where the athletic overlanders will join the boat people and float back to the city on the silvery sheen of the river. These two runs, one coming half

way up from DeSoto, and the other going half way down, will give everybody a chance to see some portion of this celebrated highway. Some of the elevated coasts will prove it to be a most entrancing "high" way.

The route of the parade on Saturday will take the line of shining wheels through the best business and residence portions of the city. Starting at Twentieth street, the line will go to within three blocks of the river, and will thus pass along the busiest thoroughfares. This portion of the parade will be as enjoyable to the riders as to the spectators, as the square granite is never hard to ride except when sprinkled, and Prof. Stone, chairman of the Parade Committee, has arranged with the city authorities so that there will be no sprinkling that day along the route until after the parade has passed. This favor was extended by the authorities last fall for the illuminated night parade, and it will be remembered there was not a break in the line. At Fourteenth street the parade will return to the asphalt, and on this smooth surface will move along to Thirty-Sixth street, Grand avenue, where the beautiful Lindell boulevard will be reached, affording over a mile of delightful riding through the country to Forest Park. This is the second largest park in America, and is distinguished by the fact that it shades off into genuine woods and wild scenery. The elegant gravelled drives, the inspiring coasts, and the lovely levels will gladden every cyclist's heart and wreath his face in smiles in preparation for the photograph which will be taken at the park immediately after the paraders have toyed sufficiently with a picnic lunch which will be spread in some famous corner of the park, possibly near the header-worn slopes of "Nigger Hill," or within sight of the renowned "Pump."

The banquet in the evening at the Lindell will be supplied with the best oratory in the market, contributed by the Mayor, the "City Fathers", and leading lights of all professions. The relation of the wheel to all the pursuits of human life will be graphically and rhetorically set forth around one of the largest banqueting boards that have ever mingled their savory odors with any cycling reminiscences.

Keep your eye open for the Meet programme, and when it dawns on your horizon, get up and prepare to dress for a trip to the 1887 Meet.

[The address of the Press Committee, to whom we are indebted for the above, is care of St. Louis Spectator, 212 Pine street, St. Louis, Mo.—ED.]

Important League Transportation News.

THE Interstate Commerce Commission, at this writing, has but just got to work, and hence no reduced figures to the St. Louis Meet can be now given. One fare and a third is the recommended round-trip rate which will be adopted. Advice on this subject will be published, through the committee and the cycling press, in due season.

It is intended to make the journey to St. Louis of itself a feature of the Meet. For this purpose, certain lines of through travel are designated, that run through coaches and baggage cars, and special understanding is had for accommodations on trains mentioned. By consulting the schedules below, wheelmen at through or intermediate points will be enabled to fall in with others journeying to the Meet.

The main line is from New York and Boston via the West Shore Line, and through the middle of Ohio and Indiana over the Lake Shore and Bee Line. Over this route the special car from New York and Boston will leave Wednesday P.M. A train leaving New York and Boston one day earlier, admits of a stop over at Niagara Falls half a day, and runs through Canada by daylight, crossing at Detroit in evening. Arriving in Chicago Thursday morning, one day is given in that city to take in interesting points under escort.

A consultation of latest time cards and maps of rail-ways given in schedules below, will show wheelmen the possibility of making connection with through trains.

Wheelmen from the Atlantic seaboard should correspond with Geo. R. Bidwell, 313 W. 58th street, New York, regarding rates and accommodations. Those intending to join the Shenandoah Valley party, can so arrange with N. L. Collamer, tourmaster L. A. W., St. Cloud Building, Washington, D. C. Interior Pennsylvania and Western New York members can reach the New York main line, the Pittsburg train or the Baltimore and Ohio, as suits convenience. In this matter advise with W. S. Bull, 360 Main street, Buffalo, N. Y.; from Ohio points, J. R. Dunn, Massillon; from Michigan, J. H. Johnson, 107 Spruce street, Detroit; Indiana, A. B. Irvin, Rushville; Northern Illinois, B. B. Ayers, 212 Clark street, Chicago; Central Illinois, H. G. Rouse, Peoria; Wisconsin, A. A. Hathaway, Milwaukee; Minnesota, S. F. Heath, Minneapolis; Iowa, W. M. Ferguson, Jefferson; Tennessee, Ed. N. Fisher, Nashville, and W. L. Surprise, Memphis; Kentucky, Horace Beddo, Louisville; New Orleans and Southern States, A. M. Hill, New Orleans, La. General information will be furnished by the chairman of the Transportation Committee. For the Mississippi River excursion, advise with Robert L. Thompson, Muscatine, Ia. On the Missouri Pacific Line, from Omaha through Kansas City to St. Louis, co-oper with the Omaha and Kansas City clubs.

MAIN ROUTES TO THE MEET.

From New York and New England. Leave New York, 5.50 Wednesday evening, *via* West Shore Railroad; and from Boston, 3.00 Wednesday afternoon, *via* Fitchburg Railroad. Arrive Buffalo Thursday morning, Cleveland at noon, passing through Ohio by daylight, joining other parties from northeast and south at Indianapolis at 10.25 P.M. Arrive St. Louis, 7.25 Friday morning—first day of Meet.

From New York and New England *via* Niagara Falls and Chicago. This route allows half a day at the Falls, and one day in Chicago, by leaving the East one day earlier. Leave New York, 5.50 Tuesday evening, and Boston, 3.00 Tuesday afternoon, over West Shore Line; the two trains come together at Rotterdam Junction, near Albany. Arrive Niagara Falls early next morning. Disembark at Suspension Bridge, and wheel up river to the Falls, two miles.

Michigan Central train leaves from Fall's View station at noon. Dining car. Passes through Canada during afternoon, arriving Detroit in evening. Here joined by Detroit party, reaching Chicago, Thursday morning. Take in Chicago boulevards and points of interest, under escort, starting from the Leland Hotel on the lake front, at 10 A.M. Leave for St. Louis, with Chicago and other parties, at 9.00 P.M., arriving St. Louis, 7.45 Friday morning.

From Baltimore, Washington, and the Shenandoah, under auspices of the annual League tour, down the Shenandoah Valley. On completion of the tour (Philadelphia *via* Gettysburg to Staunton, Va.), the touring party, and others who may wish to take in only the rail part, will embark on Baltimore and Ohio train leaving Baltimore, 9 o'clock Wednesday evening, and Washington at 10.10 o'clock, reaching Harper's Ferry same evening, at which point tourists will embark. Pass through Cincinnati, 7 o'clock Thursday evening, connecting at North Vernon, Ind., at 9.35 with Louisville and Kentucky party. Arrive St. Louis, 7 o'clock Friday morning, *via* Ohio and Mississippi Railway.

From Pittsburg, Pa. and Ohio points. P. C. and St. L. train from Pittsburg, 8.55 Thursday morning, passing through Columbus, 3.30 afternoon, Richmond at 8 o'clock in evening, where will be joined by Springfield, Xenia, and Dayton parties, arriving at Indianapolis, 10.20 evening. Arrive St. Louis, 7 o'clock Friday morning, over Vandalia Line. Leave Springfield 2.25 Thursday afternoon, passing Xenia, 3.10 and Dayton at 6.05 P.M., connecting with Pittsburg and Columbus party at Richmond. The above uses Pennsylvania lines. (See Pennsylvania Co. time tables.) From Cincinnati, take the Ohio and Mississippi

7.00 P.M. train in connection with the Shenandoah Valley tour party, coming in from East over Baltimore and Ohio Railroad.

From Philadelphia join the New York train of Wednesday evening, or take Baltimore and Ohio 4.45 through train of Wednesday on which Shenandoah Valley tourists will embark at Harper's Ferry. Through car from Philadelphia to St. Louis.

From Springfield, Mass., connect with afternoon train from Boston, over Boston and Albany for either the direct route to St. Louis or *via* Chicago.

From New Orleans and the South. Leave New Orleans, 6.00 P.M. Wednesday, *via* Illinois Central Railroad. Pass Jackson, Miss., midnight. Leave Memphis, Tenn., 9 o'clock Thursday morning, connecting with above train. Arrive St. Louis, 10.00 Thursday evening.

From Nashville, Tenn., *via* L. and N. Railroad, 7.20 Thursday evening. Pass Evansville, Ind., 1.20 A.M., and Belleville, Ind., at 6.40 A.M., arriving St. Louis, 7.40 Friday morning.

From Louisville, Ky., *via* O. and M. R. R., 7.40 Tuesday evening, connecting at North Vernon, Ind., 9.35, with the Shenandoah Valley tourists and Cincinnati party. Arrive St. Louis, 7.25 Friday morning.

From Minnesota and Ohio. Leave Minneapolis, Minn., 7.30, and St. Paul, 8.15 Thursday morning, *via* Minnesota and Northwestern Railroad, passing Randolph (Fairbault connection), 9.26 A.M., Dodge Centre (Winona, Rochester and Mankato connection), 10.51 A.M.; Austin (La Crosse, Wis., connection), 11.50 A.M.; Marshalltown, Ia., (C. I. R. R.), 4.40 P.M.; Oskaloosa, Ia., 7.10; Given (Des Moines connection), 7.25 P.M.; Ottumwa, 8.10 P.M.; (W. St. L. and P. R. R.), arriving St. Louis, 7.00 Friday morning. By reference to map of the Minnesota and Northwestern and Central Iowa system, forming through line from the North to St. Louis, it will be seen that connection can be made with this train from all Middle Iowa and Minnesota points.

From Wisconsin. Leave Neenah 11 P.M., and Oshkosh, 11.25 Wednesday evening, *via* Wisconsin Central Railroad. Arrive Chicago, 7 o'clock Thursday morning; leave Milwaukee, 7 o'clock Wednesday evening, Goodrich steamer; arrive Chicago early Thursday morning. Join Eastern party in tour of the boulevards, starting at 10 A.M. from Leland Hotel. Leave for St. Louis on evening C. and A. train.

From Chicago on 9 o'clock evening Chicago and Alton train, assemble at Leland Hotel before start.

From Omaha and Kansas City. Leave Omaha 11.00 Thursday morning *via* Missouri Pacific Railroad, passing Kansas City at 8.25 P.M. Arrive St. Louis 6.40 Friday morning.

Down the Mississippi River. Water in the Mississippi being high in May, regular time is made. Steamer will leave from Rock Island, Muscatine and Burlington, arriving St. Louis Friday morning. At this writing, steamers not yet in commission, but will be running in May. TRANSPORTATION COMMITTEE L. A. W.

20 APRIL, 1887.

THE TRADE

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The American Light Champion.

GORMULLY & JEFFERY MANUFACTURING COMPANY, CHICAGO. J. S. MURRAY, BOSTON AGENT.



We go Westward this time in order to describe the Premier machine, manufactured by Messrs. Gormully & Jeffery, the "American Light Champion." This bicycle was designed to meet a demand from skilled riders, for a lighter machine than the full roadster made by this firm. This machine has several points about it that distinguish it from other machines on the market, and will be readily detected by the eye. The most pronounced of these differences are the shape of the handle bars and the corrugated hubs, both of which we will treat of later on in this article. The head of the new ball-bearing pattern of this firm with balls fitted only on the lower bearing portion of the neck. Balls for the upper portion have been dispensed with, as the firm claim the pressure and friction at that point is scarcely appreciable. The neck is continued on below the ball-bearing surface, and fits the case so that much of the lateral strain is taken up by the close-fitting spindle in riding over rough and stony ground. The handle-bars are hollow and of peculiar shape, the curve of which not only bring the handles, which are of the spade pattern, well down, but also well back. They have been named the "Ramshorn," and the shape can be seen by referring to the cut. It is said this form gives great purchase in hill climbing. If, however, the purchaser does not wish the new "Ramshorn," he can have the handle-bars either straight or "cowhorn," as he may elect. Of course the bars are detachable, being held by a very simple though strong clamp.

The hubs of the front wheel are deeply recessed and corrugated. This latter feature, it is claimed, enhances the strength very materially. They are firmly fitted on to long tapered seat on the axle, in a way that prevents any possibility of the hubs slipping. Narrow tread is secured by bending the ends of front fork so that they fit into recess of hub, and this without altering the angle of opposite spokes or in any way affecting rigidity of wheel.

The bearings to the front wheels are single ball, and are known as the Champion ball bearings. The parts constituting the bearing consist of the spherical case, fitted to a globe-shaped cavity at each of the fork ends, and containing an annular groove for the balls which also forms an oil chamber. The balls roll in this chamber and on the curved edges of hard steel rings or sleeves, that are fitted to the shaft. The rings are arranged to revolve only with the shaft, the outer one supported by the crank and the inner one by a nut whose back bears against the hub; the nut has threads

WELL DONE, QUADRANT!

WEATHEROAK HILL, BIRMINGHAM,

CONQUERED ON AN ORDINARY

Roadster ♦ Quadrant ♦ Tricycle,

GEARED TO FIFTY-FOUR INCHES.

"ANOTHER RECORD.—Last Saturday week Weatheroak Hill, near Birmingham, which has hitherto, we believe, been an unconquered height, was successfully scaled by Mr. Alfred Bird, of the Speedwell Bicycle Club, on a "Quadrant" tricycle. This performance being done without witnesses, he attempted it again on Tuesday of last week in the presence of Messrs. W. F. Ball and J. B. Arter, and accomplished the task in 3 min. 25 sec. Both Arter and Ball tried the hill on their ordinaries, and both failed in the attempt. We should like to know the gradient of this hill, and believe we are right in stating that it has never been ridden before."—*The Cyclist*, March 9, 1887.

"Weatheroak Hill, near Alvechurch, is well known to Midland riders as one of the most severe 'banks' in the district, and many have been the attempts to scale it, all of which, however, have ended in failure, as far as I can ascertain. On Saturday, February 28th, Alfred Bird, of the Speedwell, successfully made the attempt on a Quadrant tricycle, and being desirous of repeating the performance in the presence of witnesses he arranged for a second trial in the early morning of Tuesday last, when he was again successful in getting to the top. Mr. Bird, who rode an ordinary roadster Quadrant tricycle geared to 54, with ordinary cranks and handles, occupied 3 min. 25 sec., in riding from the very bottom of the slope (below the cross roads) to the summit, and the merit of the performance will be appreciated more fully when I say that Messrs. J. J. B. Arter (one of the best road riders in the Speedwell) and W. F. Ball, the racing man, signally failed to ride the hill on ordinary bicycles. Among those who have tried and failed on ordinary bicycles may be mentioned: W. G. Parkes, Adlard, Frank Bennett, Milner, and Arter. This is in itself a fine testimonial to Mr. Bird's riding, and to the Quadrant tricycle as a hill-climber."—*Wheeling*, March 9, 1887."

"The Crippler, although weighing only 45 pounds, and geared to 50 inches, and with W. F. Ball upon it, did not succeed in conquering Weatheroak; so that the Quadrant stands alone. I had to show them the way up again, making in all four times."—*Extract from Mr. Bird's letter to the Quadrant Tricycle Co.*

THESE FACTS PROCLAIM THE QUADRANTS

THE BEST HILL CLIMBERS OF THE AGE.

☛ This is the same style of Quadrant that has a record of one mile in 2 minutes and 38 seconds, on the road.

1887 PATTERN QUADRANTS NOW READY FOR DELIVERY.

SAM'L T. CLARK & CO., SOLE U. S. AGTS.

BALTIMORE, MD.

forming to the screw cut on the inner ring or sleeve; this sleeve can only move on the shaft endways, and the parts are of such size that the two steel rings with the balls between them and the nut on the inner end of one exactly fills the space between the crank and the hub, and the result of turning the nut in one direction is to force the rings closer together, and in the other direction to allow the balls to move the sleeves apart. The nut is circular in outline, and provided with teeth on its edge, into which a dog or pawl is arranged to drop whenever the nut is moved, thus preventing any displacement until a change of adjustment is required. If the bearing is too tight, the dog can be raised with the thumb and the nut moved back with the fingers; if the bearing is too easy, or loose, the nut can be turned forward and another notch presented for the pawl to spring into.

SPECIFICATION.

The spokes of the best No. 14 steel wire, and are of the true tangent form, tied seven times between hub and rim.

Axle is of forged steel.

Rims solid, and of the best quality of steel.

The head, neck, bearings, spokes, rims and cranks are of forged and welded steel. The rear fork being of the semi-hollow pattern.

The backbone is 1-2 inch diameter of the best imported weldless steel tubing.

The front forks are elliptical in section, tapered.

Leg guard of steel.

Handles ebonite, and similar in shape to the "spade."

Tires are moulded Para, 7-8 to front wheel, and 3-4 to back.

Tangent spokes to rear wheel, and Smith's ball-bearings.

Smith's ball pedals and square rubber foot blocks. Rat-trap pattern if desired.

Lillibridge saddle adjustable; step adjustable, and very neat in design.

Finish, black enamel on forks, backbone and rim, and part of spoke. All the rest nickelled.

Tool bag, oil can, and wrenches go with each machine.

The machine is a beauty to look at, and we have no doubt but that it will fully come up to the expectation of manufacturers and riders under the test of a season's use.

The "Shawknit" Bicycle Stocking.

SHAW STOCKING COMPANY, LOWELL, MASS.



NOTHING will cause so much misery to a cyclist as a badly-fitted stocking that will wrinkle and form itself into seams and edges, thereby producing blisters and profanity on the person and through the tongue of the rider. We take pleasure in calling attention to the Shaw Stocking Company's goods, and urge on cyclists the advisability of getting a stocking that is made on common sense principles.

The cut above is illustrative of the structural difference between the Shawknit heel and the "seamless." It will be noticed that the intermediate wales in the Shawknit stocking, instead of turning sharply at the ankle-joint and running to the toe, as in the "seamless," run down from the ankle-joint towards the point of the heel, return to the ankle-joint, and then go on to the toe. This diversion of the wales at the ankle-joint constitutes the gusset, whereby the Shawknit heel is made so much more roomy and comfortable than the "seam-

less." No "seamless" stocking that is knitted firmly enough to wear well will fit well and retain its position on the foot, because it has not these gussets; nor will any "seamless" stocking retain its position on the foot, for the same reason, though it may appear to fit well when first drawn on; and no stocking other than the Shawknit has these gussets. The Shawknit are the only stockings which are knitted in conformity with the shape of the human foot; they are the only ones which fit the foot perfectly and remain in place upon it.

The reputation of this firm is such as to insure satisfaction with all who deal with them.

**L. A. W. } 100 for \$1.25.
CARDS. } 200 for \$2.25.
Star Riders, 50 for \$1.25,**

With Name and Address.

C. H. TOWNSEND, Job Printer,

755 Broad St., Newark, N. J.

(CLUB WORK A SPECIALTY.)

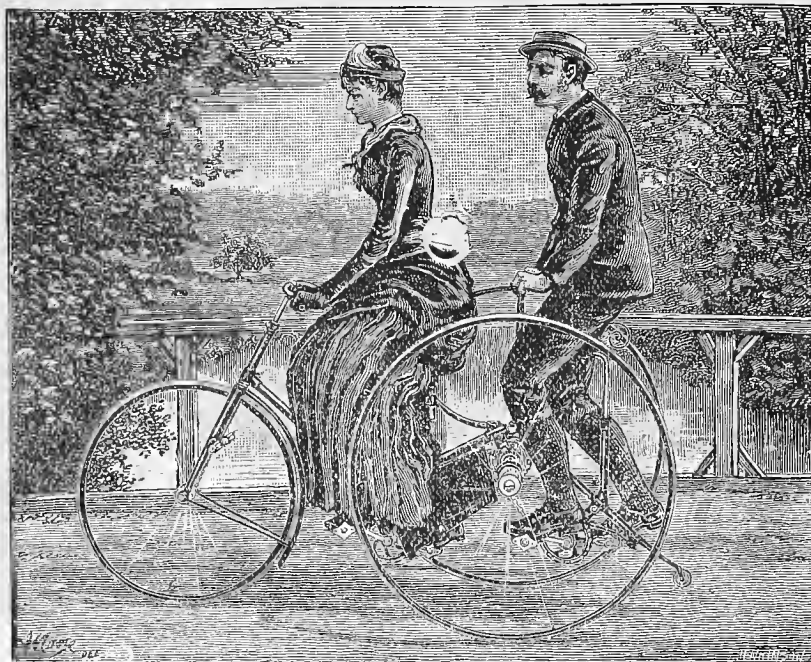
JOHN HARRIOTT.

MEDALS & BADGES,

ALSO BICYCLE CLUB PINS OF EVERY DESCRIPTION. DESIGNS ON APPLICATION.

3 Winter St. - - Boston Mass.

THE * ROYAL * SALVO * TANDEM.



THIS TANDEM

— is made by —

Messrs. STARLEY BROS., of Coventry, Eng.,

Of whom the least to say is that they are makers by appointment to Her Majesty, Queen Victoria. Their name is a guarantee for honest work, and THEIR TANDEM will be found all that one could wish in such a machine. It is a shapely cycle, and has stood a year's test with the best results, no breakage of any account having occurred.

We have added several of our strong features to this Tandem, such as

COMPRESSED TIRES (guaranteed to stay),

VICTOR SWING SADDLE and SPRING,
and **SQUARE RUBBER PEDALS.**

Loose tires cause more trouble on Tandems than on other cycles, as the double weight of the load causes a double strain on the rubber. This will be

The only Tandem with Compressed Tires.

See description, this issue of the BICYCLING WORLD, page 450.

Imported and sold only by

OVERMAN WHEEL COMPANY,
182-188 COLUMBUS AVENUE, BOSTON.

SINGER CYCLES.

1887 APOLLO.



Ball Head, Spade Handles, Detachable Bars, Double Ball Bearings. We defy Competition in Coasting. The Apollo will lead every time, and we can prove it. Otto Tire.

THE

OTTO PATENT

Corrugated

WIRED TIRE

Is used on all our

1887 APOLLOS,
CHALLENGES,
S. S. S. TRICYCLES,
TANDEMS,
And SAFETIES.

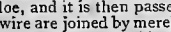
See what the *Bicycling World*
says of it:

1887 CHALLENGE.



No Finer Wheel was ever made for the Money. \$105 includes Spade Handles, Balls to Both Wheels, Enamel and Nickel Finish, and Detachable Bars. Otto Tire.

PATENT OTTO CORRUGATED WIRE TIRES, W. B. Everett & Co., Boston.—Messrs. SINGER & Co., have secured the exclusive right to manufacture and sell this new tire, and will apply it to its wheels, as per above index. We give a technical description of the device, having alluded to it in our description of the Apollo above.

The main advantages claimed are: 1st, the tire cannot come off accidentally; 2d, the tire is compressed instead of stretched; 3d, the tire is more elastic. As this is an entire novelty, a somewhat full description of it will be necessary. The wire is a special quality of spring wire of great strength, and is corrugated thus . It is of sufficient length to lie in the bottom of the U felloe, and it is then passed through a small hole in the centre of the tire. The ends of the wire are joined by merely interlacing the corrugations, and this makes a joint which it is absolutely impossible to stretch or to separate accidentally, and thus one great difficulty is overcome. The ends of the tire itself are joined by a solution which is perfectly reliable, but the tire being longer than the circumference of the felloe, the compression is really sufficient to keep the ends of the tire together. As the wire is only of the length of the bottom of

the U felloe, in order to get the tier into its place, the wire must be stretched over the edge of the felloe. This is done by means of a screw apparatus, which springs the corrugations of the wire, and when the tire is in its place, they spring back sharply to their original position. Owing to the corrugations firmly embedding themselves in the tire, another great difficulty is overcome, viz., the cutting of the tire, which proved unavoidable when a straight wire was used. The tire is in a 40-inch wheel, about eight inches longer than the circumference of the felloe, instead of being several inches shorter, as in the case of ordinary tires, which require to be stretched on. Hence the tire cannot easily cut, and any cut made will close up at once. It is claimed there is a marked difference in the elasticity of the tire, which is of great advantage. While the tire cannot possibly come off accidentally, the tension of the wire is so arranged that it allows the tire to be pushed aside sufficiently to enable a spoke to be put in when required, a point of some importance. No cement is required, except for the purpose of preventing the entrance of wet between the tire and the rim, and in order to move any part of the tire, a little heat will therefore be necessary.

APOLLO SAFETY.



Staunch, Safe, Reliable.
Easy to Ride.
A Superb Hill Climber.
Otto Tire.

A Fine Lot

— OF —

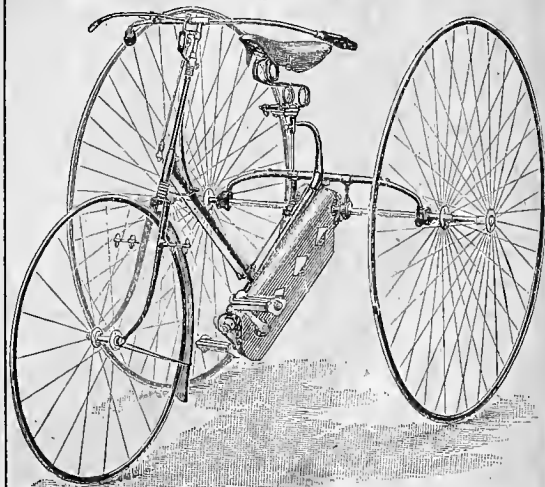
SECOND HANDS

— AT —

VERY LOW
PRICES,

Bicycles,
Tricycles,
— AND —
Safeties.

S. S. S. NO. 2.



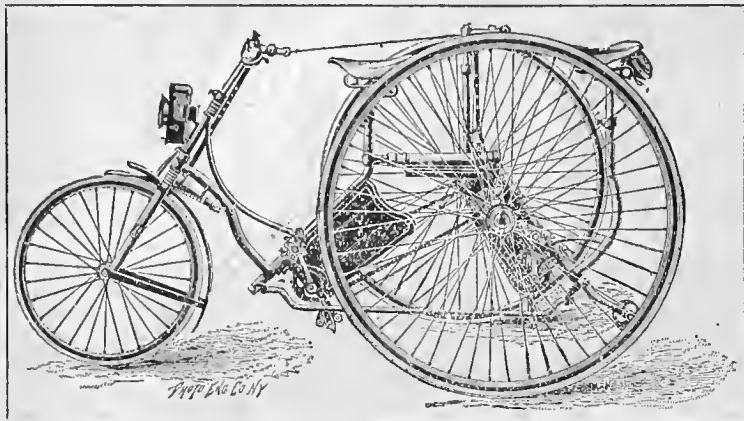
For Ladies and Light Weight Gents. Light and well made. Four Bearing Axles. Otto Tire.

W. B. EVERETT & CO., Sole U.S. Agents - - 6 and 8 Berkeley Street, Boston.

CUNARD BICYCLES. TRICYCLES. TANDEMS. SAFETIES.

COPY OF TESTIMONIAL TO THE CUNARD CONVERTIBLE TANDEM.

From T. J. KIRKPATRICK, Esq., Vice-President of the L. A. W.



SPRINGFIELD, Ohio, 11 Jan., 1887.

D. ROGERS & CO., Gentlemen:

Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best Tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is the *only one that was worth house-room as a convertible machine*. I find it a *perfect machine*, in perfect balance either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine will ever be*.

(Signed) T. J. KIRKPATRICK.

SEND IN your Orders for Spring Delivery, and Don't Get Left.

D. ROGERS & CO., Sole Importers, 75 CLINTON AVENUE, NEWARK, N. J.

SEND FOR LIST OF SHOP-WORN MACHINES, WHICH MUST BE SOLD TO MAKE ROOM FOR SPRING STOCK.

Catalogues Free on Application. Cabinet Photographs of any Machine, 25 Cents.

RESPONSIBLE AGENTS WANTED.

SPRINGFIELD ROADSTER.

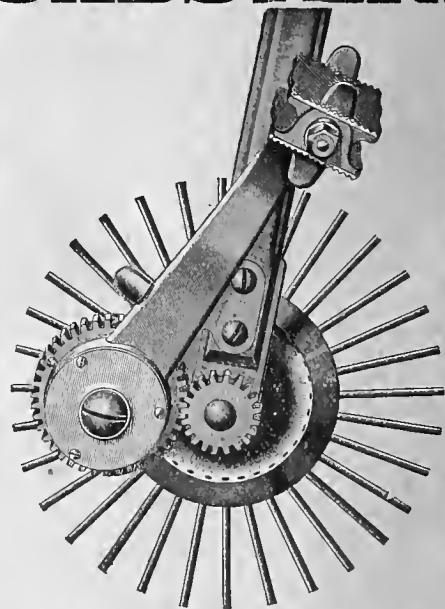
(YOST & McCUNE PATENT.)

LONG-DISTANCE RIDING MADE EASY. PRICE IN ITS FAVOR.
The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



LIGHT RUNNING. FISH ADJUSTABLE SADDLE.
KNOWN TO BE THE BEST.

Do not fail to examine before purchasing.



PERFECT CONTROL OF LARGE WHEEL.

The Springfield Roadster, complete, with Fish Adjustable Saddle, \$75.00. Enamel finish, with nickel-plated trimmings. Diameter of front wheel, 50 inches; diameter of rear wheel, 20 inches.

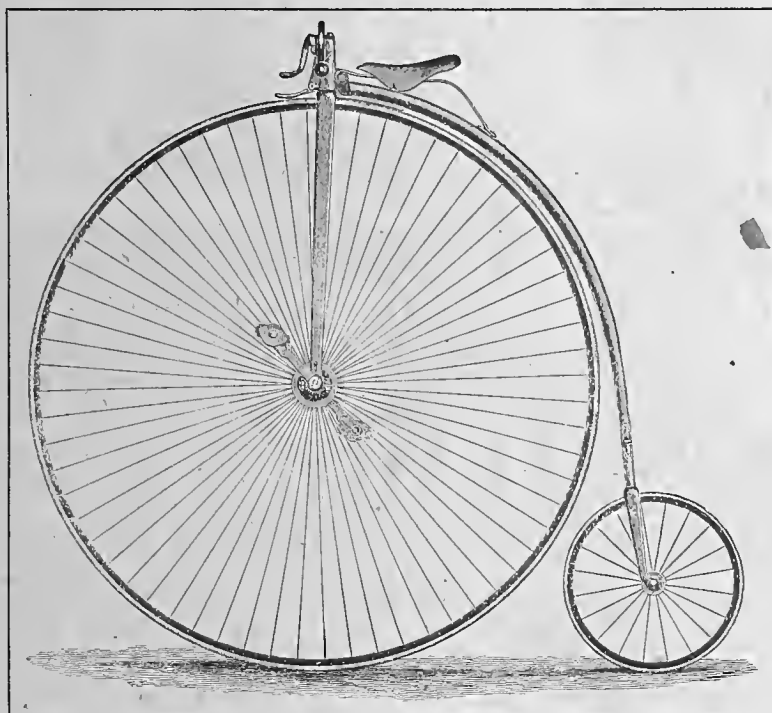
The Springfield Roadster is made of the best welded steel tubing and steel drop forgings, warranted against defects in workmanship or material. For illustration of the wheel in sections, see description.

All wheels fitted to suit the strength of the rider. None develop the walking muscles like the forward stroke lever motion of the Springfield Roadster. The only safe and smooth coaster. Agents wanted in all unoccupied territory. For further particulars address,

JOHN P. LOVELL'S SON Sole Agents for New England,
147 Washington Street, cor. Cornhill and Brattle Streets, or, **SPRINGFIELD BICYCLE MFG. CO., 19 Pearl Street, BOSTON, MASS.**

THE COVENTRY MACHINISTS' COMPANY.

THE * "UNIVERSAL * CLUB" * BICYCLE.



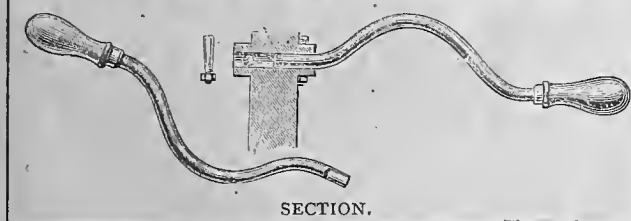
PRICE
\$105.

PRICE
\$105.

SPECIFICATION.

Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with direct, but-ended spokes; front wheel grip brake.

PATENT DETACHABLE HANDLE-BAR.



FINISH.—Backbone, forks and rims painted and striped. Spokes enamelled, all bright parts heavily plated.

Spade handles, and Kirkpatrick handle can be fitted at small extra cost.

SEND FOR CATALOGUE.

239 COLUMBUS AVENUE, BOSTON, MASS.

Columbia Axioms.

A RECAPITULATION OF FACTS—NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.
2. The experience resulting from devoting the whole of that time to the manufacture of higher grade bicycles.
3. The world over, in the making of everything, experience and the most valuable results go together.
4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.
5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.
6. With these advantages, it is simply natural that the Columbias should be considered, by the majority of American wheelmen who ride higher grade machines, as the best machines for all-around or special use.
7. The Columbia is the only machine which has been ridden around the world.
8. It has been ridden the greatest distance within the hour.
9. It has been pedalled across the continent many times.
10. Its riders hold the World's Records from one quarter to twenty-four miles, inclusive.
11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent of all the fancy riders in America ride Columbias.
12. There was never a Columbia which has been discarded because it was worn out.
13. It costs a good round sum to make the Columbia; consequently, the Columbias sell for a good price. The nature of trade does not admit of much for little.
14. In every Columbia is the full worth of the money paid for it.
15. When the majority of American riders of higher grade machines purchase and ride Columbias, and continue to ride Columbias it is fair to presume that prices and machines are considered satisfactory.
16. The Pope Manufacturing Company is the largest cycle house in the world, with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.
17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.
18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.
19. An examination of Columbias by prospective wheelmen must result in advantage.
20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.
21. The Columbias have been over and over again tested by expert engineers, and the Pope Manufacturing Company has always urged the most thorough inspection.
22. The Pope Manufacturing Company rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.
23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Transparent Moral Here; It Need Not Be Pointed Out.

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